

### Intimations:

THE SUMMER HAS COME  
AND SO HAVE  
WATKIN'S AERATED WATERS,  
but the latter have come to stay.

**OUR**  
SODA, POTASH, TONIC, RASPBERRYADE, SARSAPARILLA,  
LEMON-SQUASH, SELTZER, LITHIA, SANTHARIS,  
LEMONADE, BELFAST GINGER-ALE, ZOEDONE,  
AND GINGER BEER  
are second to none. Our machinery being of the very newest design  
we are enabled to turn out the best article.

GIVE OUR  
SANTHARIS  
A TRIAL

Santharis contains Mineral Salts which keep up the normal condition of the blood. It is the most approved table water for the Orient.

**Watkins, Limited.**

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

— 30 —

**SOLE AGENTS IN**  
**HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,**  
**FOR THE**

**UNITED ASBESTOS CO. LD., LONDON,**  
CONTRACTORS TO H.M. GOVERNMENT.  
*MANUFACTURERS OF THE*  
Best Qualities of ASBESTOS GOODS and PACKINGS.  
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.  
"VICTOR" METALLIC BOILER JOINTS.  
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.  
ESTIMATES given for every DESCRIPTION of WORK.  
CHIEF SUPERINTENDENT.....THOMAS SKINNER.  
SUPERINTENDENT.....ARCHIBALD RITCHIE.  
DODWELL & CO. LIMITED—General Managers

# HOTEL CRAIGIEBURN

Centrally situated at PLUNKER'S GAP, the PEAK, 1,500 feet above sea-level and 500 yards from the TRAM TERMINUS.

For Terms, &c., apply to the  
MANAGER.

Telephone No. 567.

Hongkong, 2nd April, 1899.

[432b

**JUST LANDED.**

EX S.S. "PRINZ HEINRICH,"  
KUPPER'S

 **PILSENER BEER.** Telephone

The most popular of light Beers: there is never any **SHARES** in this Company on which a **CALL** of \$1 was made **PAYABLE** on

sediment in KUPPER BEER, it is always bright and sparkling

**CALDBECK, MACGREGOR & Co.,**  
 AGENTS.  
 15, Queen's Road.  
 Interest at the rate of 10 per cent. per share  
 will be charged on all Overdue Calls.  
**W. H. GASKELL,**  
 Secretary.

Hongkong, 12th April, 1900. [15

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Hongkong, 17th April, 1900. [56b

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Notice of Firms

**WHITE WINES.**

|          |          |
|----------|----------|
| 1 doz.   | 2 doz.   |
| Bottles. | Bottles. |

**SALAMANDER FIRE INSURANCE CO.**

|               |            |   |   |   |   |   |         |         |
|---------------|------------|---|---|---|---|---|---------|---------|
| <b>GRAVES</b> | -          | - | - | - | - | - | \$ 7.00 | \$ 8.00 |
| <b>DO.</b>    | "Superior" | - | - | - | - | - | 9.00    | 10.00   |

|                |   |   |   |       |       |
|----------------|---|---|---|-------|-------|
| SAUTERENE      | - | - | - | 7.00  | 8.00  |
| DO. "Superior" | - | - | - | 9.00  | 10.00 |
| DO. HAIT       | - | - | - | 11.00 | 13.00 |

FIRE at CURRENT RATES. HOTS, S'JACOB & CO.  
 Hongkong, 31st March, 1900. [22b

|     |                     |       |       |
|-----|---------------------|-------|-------|
| DO. | HAUT                | 11.00 | 15.00 |
| DO. | HAUT (Dubos Freres) | 22.00 | —     |

H. PRICE & Co.

I HAVE This Day established myself as  
CIVIL ENGINEER, ARCHITECT, and

NOTICE.

Hongkong, 3rd February, 1900. [20]

**ROBINSON PIANO CO.**  
Top Floor,  
Hongkong, 1st May, 1920. [59b]

AMERICAN BANJOS, GUITARS,  
MANDOLINES,  
CABIN PIANOS AND ORGANS

NEW MUSIC, SONGS, BOOKS, &C.  
STRINGS & FITTINGS.

Hongkong, 20th February, 1900. [235b]

**PETER SYS' WONDERFUL SPECIFIC.**

1200 ROAD within easy reach of the bund. The Premises consist of a Six-roomed Bungalow, Three Large Godowns, one with a double storey and flat roof suitable for drying

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOGE and ULCERATION  
of the BOWELS.  
Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale  
by  
**THE PETER SYS COMPANY,**  
(Proprietors and Sole Manufacturers),  
For particulars apply to  
**J. T. SKOTTOWE,**  
Land, Estate, and General  
Commission Agents.

|                    |                                   |     |                            |                           |
|--------------------|-----------------------------------|-----|----------------------------|---------------------------|
| 12th October, 1898 | 9, Old China Street,<br>Shanghai. | [21 | Hongkong, 9th April, 1900. | Tientsin,<br>North China. |
|--------------------|-----------------------------------|-----|----------------------------|---------------------------|

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## To-day's Advertisements.

## TO TEACHERS.

## HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.  
Messrs. W. BREWER & Co., Hongkong and Shanghai.  
Messrs. TSUI MAN KOK, Hongkong.  
Messrs. MAN YU TONG, Hongkong.  
Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

THEATRE ROYAL.

CITY HALL.

IMPORTANT ANNOUNCEMENT.

MR. HENRY DALLAS MUSICAL AND DRAMATIC CO.

FOR A SHORT SEASON ONLY.

GRAND OPERA NIGHT.

TUESDAY,

MAY 2ND.

GRAND PRODUCTIONS OF THE DELIGHTFUL

JAPANESE OPERA.

## THE GEISHA, THE GEISHA.

Box Plan now Open at ROBINSON

PIANO CO.

Hongkong, 2nd May, 1906.

NOTICE.

A SPECIAL MEETING of Her Majesty's Justices of the Peace will be held at the MAGISTRACY at 2.15 P.M. on WEDNESDAY, the 9th day of May, A.D. 1906, for the purpose of considering an application from one Mrs. CATHERINE ALICE BREMER for the transfer of her adjutant licence to the retail sale of intoxicating liquors, at a house situated at House No. 5, 101, HORTON STREET, under the sign of "THE WAVELEY HOTEL" to one Mrs. ELIZABETH PHILLIPS STATION.

Magistracy, Hongkong, 28th April 1906.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

VIA SUEZ CANAL.

(Taking Cargo at London Rates.)

THE Company's Steamship.

"TITON."

Captain Thompson, will be despatched as above TO-MORROW, the 3rd instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 2nd May, 1906.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"HAIKUN."

Captain Hodgins, will be despatched for the above Port, on FRIDAY, the 4th instant, at 4 A.M.

For Freight or Passage, apply to DOUGLAS &amp; CO., General Managers.

Hongkong, 2nd May, 1906.

AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship.

"GISELA."

Captain F. Moser, will leave for the above places, on WEDNESDAY, the 3rd instant, P.M.

For Freight or Passage, apply to SANDER, WHEELER &amp; Co., Agents.

Hongkong, 2nd May, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARI," FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 14th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 2nd May, 1906.

## NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1906.

## Intimation.

A. S. WATSON &amp; Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality.

Red Capsule, \$14.40.

C.—FINE OLD VINTAGE, superior quality.

Black Capsule, 16.20.

D.—VERY FINE OLD VINTAGE, extra superior.

Violet Capsule (Old Bottled) 20.40.

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON &amp; Co., LIMITED, THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 2, 1906.

## NOTES AND COMMENTS.

## THE CAPT REBELS.

According to the *Pull Mall Gazette* the number of those who think that the disloyal British subjects at the Cape should be treated with the utmost leniency appears to be on the increase, and a recent issue of that paper contains a very interesting leading article setting forth a few points which tend to show that such leniency will only be mistaken kindness upon the part of the British Authorities.

"Not only," says the *Pull Mall*, "does a hysterical war correspondent here and there telegraph home his earnest cry and prayer that the Imperial Government will show all amnesty in rebellions, but the organs of lying kindness, but the *Spectator* is carried away with visions of the healing power of untried mercy that it dips gaily into the future and predicts that if we treat our disloyal friends in South Africa as 'wiffling' but well-meaning British subjects' and refrain from humiliating them, 'in a very few months the British in South Africa will be chatting with their Boer antagonists over the events of the war.' It is a pretty picture, though it suggests the point of view of a Sunday-school teacher inculcating the necessity of brotherly love. On what grounds the lovers of mercy believe that if the rebels are punished for their disloyalty they will cherish hatred of their rulers so long as life is spared to them we cannot understand. Neither 'Dutchman nor Boer' is blessed with the sort of heart that throbs responsive to 'little works of kindness, little deeds of love.'"

Our contemporary then goes on to show to what a fearful extent rebellion has spread in Cape Colony and gives the number of British subjects said to have gone over to the enemy as no less than fifteen thousand. It is pointed out too, that these men have been so confident of success as to take practically no steps to conceal their identity in case of the British proving victorious and that any undue leniency shown to rebels will be looked upon, not as a sign of magnanimity, but as a proof of fear and weakness, a desire to conciliate the Dutch of Cape Colony at the price of British prestige. In support of this statement the *Pull Mall* says:—

"We are told to beware how we alienate the loyal Dutch by harsh treatment of their erring brothers. The loyal Dutch have just held a meeting at Paarl, which has been frequently described as a hot-bed of sedition. At this meeting Mr. Van Eyk moved a resolution suggesting the trial of the rebels by a special court appointed by the Governor. The penalty for those found guilty, according to this loyal Dutchman, should be disfranchisement for life for the rank and file and exemplary punishment for the leaders. Thus do the loyal Dutch shatter the pleasant picture of the *Spectator*."

The remedy to be applied, according to our contemporary, is to be found in the appointment of a Commission to enquire closely into the rights and wrongs of all cases. To seek out and punish the guilty

and, if needs be, to reward the innocent to a certain extent by compensating those loyalists who have lost their property at the hands of their disloyal countrymen. We certainly endorse these sentiments. Thousands have been ruined by the action of the rebels in Cape Colony, their farms laid waste and their homes destroyed, the latter, in many instances, in sheer wantonness. Should these men then be allowed to go scot free? Would it be just on our part to draw no distinction between those who have so gallantly stood by us in the hour of need and those who threw off their allegiance at the first opportunity and now attempt to seek safety amongst their better disposed countrymen? Surely no course of action could be better calculated to instil contempt into the hearts of the erstwhile rebels and fill the minds of the loyalists with discontent. Virtue is its own reward, we are told, but when virtue involves the loss of one's all, without any compensation, and the despoilers of one's property are allowed to go unpunished, it is hardly in human nature to appreciate the beauty of the old proverb.

## TELEGRAMS.

Special to the "Hongkong Telegraph."

## SPECIAL TELEGRAM.

## TROUBLE IN SARAWAK.

## HUNDREDS SLAIN.

## THE RAJAH HEADS AN EXPEDITION.

(From Our Own Correspondent.)

LABUAN, 1st May.

It is reported that the Rajah of Sarawak started to-day on an expedition into the interior by way of the Trusan River with a force of a thousand men, in order to attack the Murut tribes bordering on Dutch territory. These Muruts are said to have killed hundreds of Kyan Dyaks, a tribe owing allegiance to Rajah Brooke.

Received 5.5 p.m.

Published 5.30 p.m.

## REUTER'S TELEGRAMS.

## THE WAR.

## THE FREE STATE OPERATIONS.

LONDON, April 30th.

The correspondent of the *Standard* at Blomfontein 29th April says that the cavalry sent in pursuit of the fleeing commandoes is returning to Blomfontein.

## THE WESTERN FRONTIER.

The Boers at Warrenton have re-occupied the position from which they were shelled on Tuesday.

## MAFEKING.

## SIX MONTHS SIEGE COMPLETED.

The *Times* correspondent at Mafeking 11th April says the Boers on that day celebrated the completion of six months siege by a heavy bombardment which did much damage but caused no casualties.

## THABA N'CHU.

## ENEMY IN STRENGTH ON THE HILLS.

Reuter's correspondent at Thaba N'chu 29th April says that General French sent the third and fourth cavalry brigades to make separate reconnaissances round the hills to the east of the town. It was found that the enemy hold the hills strongly but evidently only as a rear guard and not with transport.

## JAPANESE BATTLE-SHIP ASHORE.

The Japanese battle-ship *Osaka* got ashore off Southern this afternoon. The tide is falling and the situation of the ship precarious.

## LATER.

## THE ACCIDENT AT THE PARIS EXHIBITION.

The casualties from the collapse of the bridge at the Paris exhibition were 10 killed and 63 injured.

## ANOTHER ACCIDENT.

The scaffolding of the gallery of machinery has also collapsed killing two and injuring two.

## LOCAL AND GENERAL.

H.M.S. *Waterwitch* will probably go to sea on Thursday week.

The German mail steamer *Hamburg* is said to be the largest vessel that has ever been along-side the Kowloon wharves.

Mr. William F. Aldrich, of San Francisco, is appointed Vice-Consul General at Hongkong for the United States, and is expected here about the 25th inst.

The Japanese torpedo-boat destroyer *Ushio* arrived at Singapore on 25th ult. en route to Japan. The *Ushio* is of 279 tons, has a crew of 54, and is of 500 horse-power.

Last night a dinner in honour of Dewey Day was given at the Kowloon Hotel, by the crew of the *Don Juan de Austria*. The band of the Hongkong Regiment was in attendance and a very jolly evening was spent by all.

A Chinese postman was this morning sentenced to three months' imprisonment for feloniously stealing six letters with unstamped stamps attached, the property of the Postmaster General.

Mr. F. von der Pfordten, Manager of the United Telegraph Company, courteously informs us that the line between Hongkong and Macao will be kept open for the reception and transmission of messages until 9 p.m.

We trust that after the heavy fall of rain which took place last night the Water Authority will see his way to allowing us a little more of that very necessary fluid, water. Water, as we have before remarked, is used, even in newspaper offices.

The trial of the seamen employed on the *Empire of India*, charged with stealing money from a money-changer at Yokohama was proceeded with at the Magistracy this afternoon. A Chinese man who had come down from Japan identified the prisoners and gave evidence concerning the robbery. The further hearing was adjourned.

It is said that a Chinese official has recently had an interview with H.E. Li Hung-chang, to obtain permission to re-start the docks at Whampoa, for building and repairing Chinese merchant steamers and other vessels, pointing out that the only Chinese dock at present in operation is that at Fukien, which is only used for repairs to Chinese gunboats.

Our readers will be pleased to note from our advertising columns that the Dallas Company will open here again on Tuesday next at the Theatre Royal, City Hall. The Company met with a splendid reception in Manila, where crowded houses were the rule, as attested by the press. Hongkong will, we are convinced, welcome the Company's return, for a good show is always appreciated. "The Geisha" is the opening performance.

There was a large crowd collected outside the coolie quarters adjoining the Wharf and Godown Company's premises at Kowloon this afternoon, the cause of the excitement being that no less than forty-eight revolvers had been stolen from a package of cargo in the Godowns, for which a search was being made. We would warn residents to be on the lookout for gang robberies, as these arms can have been stolen for no good purpose.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

|                      |      |
|----------------------|------|
| W. J. Santham        | \$10 |
| F. D. Goddard        | 10   |
| Edith George         | 5    |
| G. Girault           | 5    |
| B. Brotherton Barker | 5    |
| A. V. Apeas          | 5    |
| D.                   | 5    |
| Barker & Co.         | 5    |
| L. M. Alvares & Co.  | 5    |
| Chad T. New          | 5    |
| Paul Jordan          | 5    |
| F. D. Guedes         | 5    |
| E. A. Gomes          | 5    |
| C. H. Kerr           | 5    |
| Rev. H. Benson       | 5    |
| Rev. C. Kicher       | 5    |
| P. Bissitt           | 5    |
| Rev. Zimmerman       | 5    |

## PRESENTATION AT THE MAGISTRACY.

## RETIREMENT OF MR. W. M. B. ARTHUR.

Mr. W. M. B. Arthur who has for a number of years held an important public position, left to-day by the German Mail. Last week the post and present staff of the Magistracy entertained him at dinner, after which a photograph of the assembled guests was taken. A further proof of the high esteem in which Mr. Arthur is held by those who have had the honour of working under him, was given yesterday in the presentation of a handsome gold watch and chain.

Mr. William Ng Kwai Shang, who made the presentation, said he had been asked both by the Chinese and Indian friends of Mr. Arthur to be spokesman on this occasion, and he had accepted with the greatest pleasure.

The speaker then briefly sketched Mr. Arthur's career in the colony, and said that Mr. Arthur had honestly earned his pension after 23 years in Her Majesty's service. During that time many Chinese and Indian friends had been made by him and the speaker had been requested to thank him on their behalf for the great kindness that had always been extended to them. The success of Mr. Arthur as a teacher could be seen by the responsible positions held by his past pupils at the Magistracy, in offices both Government and Mercantile and in the Customs's service. The staff, both past and present, wished to thank Mr. Arthur from the bottom of their hearts for the many kindnesses that had been shown them. They knew Mr. Arthur was sorry to leave his numerous friends and they hoped that he would be spared for many years to enjoy his pension, and that Mr. and Mrs. Arthur might have long life, health, wealth and prosperity.

In making the presentation Mr. Ng Kwai Shang read the following inscription, on the inside back plate of the watch:—

"Presented to W. M. B. Arthur, Esq., J.P., by officers of the Magistracy and friends in token of their esteem, 1st May, 1906, Hongkong."

Mr. Cheung Chai read out the names of the subscribers, many of whom hold important positions in mercantile offices in the colony.

Mr. Arthur, after thanking the donors of the watch, said he was old enough to know his own shortcomings; knowing them so well as he did the contemplation of this meeting took him somewhat by surprise, as he did not think his conduct in the colony had been worthy of such treatment. The souvenir he would prize very highly but not more so than the list of names of those who had so generously contributed to it. Mr. Ng Kwai Shang had correctly sketched his career in the colony. With reference to teaching, it was not always that a teacher could see the fruition of the seed he had sown. It was a disappointing profession. It always gave great satisfaction to teachers to see their old scholars attain such important positions as those who were at present around him had done. He supposed that the Magistracy was the most trying department, as all sorts and conditions of men visited it. All wished to be served first and could not understand the importance of the virtue of patience. A great deal of this dissatisfaction was caused by the inadequacy of the buildings, with its small crowded rooms. In summertime especially it was extremely trying, as some of the applicants do not observe the strictest attention to personal cleanliness. They had managed to get along for a number of years without any very grave miscarriage of justice and without very much discontent. He probably had shown some ebullitions of temper

but he thought this meeting showed that they considered his bark a great deal worse than his bite. It was true he was going on pension but not of it a day as reported in one of the evening papers. He wished that the Diocesan Home had been a government institution—another error that had crept into the paper—as it would have added another to years to his service and possibly have brought his pension up to a pound a day. It was true that it was not his wish to leave the colony—he thought he was a fixture until he went the way of all flesh—but circumstances over which he had no control had forced him to go on pension. He hoped that the old superstition that a man going on pension would soon "peg out" would not be true in his case. He did not profess to be a brilliant man, but he had done his level best. When a man has done that and has nothing but what is fair and honourable to look back upon he ought to have a contented mind.

Three cheers were called for and given for Mr. and Mrs. Arthur, after which it was announced that the Opium Farmer had kindly lent his launch for the purpose of carrying friends to the steamer who wished to see Mr. Arthur off. All were cordially invited. The proceedings then terminated.

## THE RECEPTION OF THE "TERRIBLE."

A meeting was held in the Chamber of Commerce Room, City Hall, on Tuesday, the 1st May, 1906, at 5 p.m., to consider what steps should be taken for the reception of the captain, officers, and men of H.M.S. *Terrible*.

The following gentlemen were present at the meeting which was convened at the instance of the Committee of the China Association and of the Navy League:—

Sir John Carrington, C.M.G., The Honourable J. J. Keswick, The Honourable Herbert Smith, Messrs. Bevis, J. J. Francis, Q.C., R. M. Gray, A. Chapman, R. Cooke, A. M. Marshall, E. W. Mitchell, H. E. Pollock, R. L. Richardson, M. W. Slade, C. S. Sharp and Captain Anderson.

Sir John Carrington was voted in the chair. Certain proposals for the reception of H.M.S. *Terrible* and for the entertainment of her captain, officers and men were then discussed, a discretion as regards certain items being left to a Sub-Committee of seven gentlemen who were elected out of the above Committee, with power to add to their number.

The general feeling appeared to be that a sum of about \$5,000 would be required and The Honourable C. P. Chater kindly consented to act as Hon. Treasurer for the Fund.

Mr. H. E. Pollock was appointed Hon. Secretary.

The ship is expected to arrive in the harbour on Tuesday, the 8th of May, at 5 p.m., and the following programme has so far been arranged, subject to the approval of the Authorities:—

Launches containing ladies and gentlemen to go out beforehand in the direction of Lyceum and to escort the *Terrible* to her moorings.

Men of war and merchant vessels will be invited to dress ship.

After the *Terrible* has been at her buoy for half an hour or so, an address is to be presented on board by a deputation on behalf of the British community.

For Wednesday, the 9th May, the following programme has been suggested, namely:—A Review of the crew of the *Terrible* on the new Parade Ground about 3 p.m. by His Excellency the Officer Administering the Government, with the Hongkong Volunteers in attendance as a guard of honour.

On the evening of the same day the men will be entertained at dinner at the City Hall and afterwards at a Smoking Concert to be held in the Theatre.

The Captain and Officers of the *Terrible* will be entertained at a Fête on the Cricket ground on a date to be hereafter fixed.

In the afternoon of Saturday the 12th May Athletic Sports (with gymnastic variations) will be held at the Happy Valley.

The following gentlemen, in addition to those mentioned above, have been invited to join the Committee, namely, Mr. D. Gillies, The Honourable Dr. Ho Kai, Dr. Lawson, Mr. J. McKie, Mr. Motron, R.N., Mr. E. A. Ram, Mr. G. H. Sexton, Mr. F. J. Walwyn, R.W.F., and Mr. W. H. Wickham.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE TROUBLE WITH CHAIR COOLIES AT THE PEAK.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—I notice in the issues of 30th April and 1st May, of your morning contemporary, two letters on the above subject signed by Herbert W. Bell, and trust that you will grant me space to say a word or two in reply thereto.

In the first place, and in order to understand the alleged grievances of Mr. Bell, I propose to set out briefly the evidence taken at the Police Court on the hearing of the cases.

On the 27th ult., Mr. Bell was summoned by Yeung Tao and Yu Kwong, two Chinese Coolies, for assault. Mr. Bell cross-examined the coolies for disorderly behaviour. The evidence of Yeung Tao is as follows:—"When close by Mr. Kenzie's house, as I was coming back, I met defendant, who struck me on the left leg with a stick. I do not know why; I did not get in the defendant's way, or annoy him in any way. I had never annoyed him. In cross-examination the witness said 'I have never gone into the defendant's compound.' Yu Kwong corroborated, and in cross-examination said, 'I did not go into Mr. Bell's house on the morning in question.'"

That was the principal evidence of the coolies, and the evidence in support of the cross-examination was then heard. Mrs. Bell stating:—"One of the coolies went into Mr. Bell's house on the 24th April when he said that he had come to look for a cat." After the magistrate had heard all the evidence he imposed a fine on Mr. Bell, and dismissed the cross-examination. There is nothing extraordinary in the facts in this case; they are similar to numbers of other charges heard in the local Court, when the magistrate is called upon to judge between the evidence of the complainant on the one hand, and that of the defendant on the other hand.

The charge of assault was not denied by Mr. Bell, but he virtually pleaded provocation and, when the evidence in support of that plea was heard the result was a direct contradiction between the witnesses. This being so, who is in a better position to decide which of the parties was worthy of credence than the magistrate, who had no prejudice in the matter one way or the other, and what fair and impartial person can or will blame him, hearing as he did all the evidence, and observing the demeanour of the witnesses, if he accepted and acted on the evidence of the coolies. No doubt it is a great shock to Mr. Bell that the Magistrate should decide the case in the way he has done, but I venture to think the public will applaud his action in judging according to his convictions. Mr. Bell was convicted of a provoked assault on men, not in a position to resent it, and this is the least he can do to take his punishment like a man, and not rush into print over some imaginary wrongs, and make statements about things he personally

knows nothing about, for he says in the first of his epistles:—"the annoyance complained of all took place while I was below."

What right has Mr. Bell to write to the papers on a matter which he is utterly unable to discuss in a fair and impartial manner, and which, in any case is a gross violation of the laws of ordinary decency, for Mr. Bell must know that the magistrate is unable to defend himself from his unprovoked attacks? What impertinence it is for this gentleman to attempt to set himself up to be a judge in a matter in which he is so much interested!

How unfair it is for him to make statements insinuating that the administration of justice has been brought into disrepute, simply, forsooth, because the magistrate considers a Chinaman worthy of belief.

But what an extraordinary statement for Mr. Bell to make, and to make to his own coolies, that the complaining coolies had received compensation for their misbehaviour. Why not, if his coolies asked him about it, confess that the coolies were compensated for his misbehaviour and that if they were guilty of any conduct towards himself or his wife that they were not punished for it because he had neglected at the proper time to take steps to get them punished and had taken the law into his own hands?

That is the whole story and the true one. In reply to the second letter I only wish to say, as far as I am able to judge, that it is a matter of perfect indifference to the public that the magistrate has refused to grant a re-hearing of the second part of the case. The great heart of the people does not appear excited about the matter, nor have there been any meetings held with the object of expressing sympathy with Mr. Bell. On the contrary I have heard people say "serve him right." With regard to the concluding paragraph of the last letter I can only say that I do not agree with the opinion expressed by Mr. Bell on the result of the case. I draw a far more hopeful inference, which is that the case will prove a warning to others of Mr. Bell's stamp that even coolies cannot be knocked about with impunity, I must confess I don't understand who the present weak-kneed regime refers to; the only party connected with the case who is likely to be "weak-kneed" is the coolie Mr. Bell struck on the left leg with a stick; however, let us hope that the fine inflicted and the compensation awarded will help to lessen the pain.

As I have only dealt with facts, and drawn inferences such as I venture to think, reasonable men may be entitled to draw, I do not think there is any necessity, nor do I propose to sign my name to this epistle.

Apologizing for trespassing so far on your valuable space.

I am, etc., COMMON SENSE.

Hongkong, May 2nd, 1906.



## THE "HAMBURG."

## A NEW LINER.

The new mail steamer *Hamburg*, which arrived here yesterday afternoon, is a very grand looking vessel, recently built at the Vulcan Works at Stettin, and is a sister-ship to the N. D. L. steamers *König Albert*, *Prinzess Alice*, and *Albatross*. All these four steamers have been built in the same yard. The *Hamburg* has a length of 320 ft., a breadth of 60 ft., and is 38 ft. deep. They are a registered tonnage of 10,000 tons, and have a displacement of 18,000 tons on a draft of 28 ft., while the D. W. capacity is nearly 10,000. The steamers are built of steel throughout, and are fitted with all the latest safety appliances and technical improvements. The arrangements and fittings in the cabins ought to satisfy even people of the most luxurious taste, and special care is taken to make passengers travelling in the tropics as comfortable as possible. The steamers have accommodation for 200 first class and 100 second class passengers, as also for a great number of 3rd class passengers. Special care has been taken that each cabin gets as much light and air as possible. Two promenade decks, one above the other, increase the comfort of the 1st class passengers. The saloons are fitted in the most stylish and artistic manner. The 2nd class accommodation is in the poop, and many cabins as possible have been fitted for only two persons. Special attention has been paid to the 3rd class accommodation, which consists of rooms for 2 to 6 persons. These rooms are fitted with all comforts. The machinery of the ship consists of two quadruple expansion engines, which are balanced after Schlick's system, to avoid vibration. The ship has a speed of 16 to 17 knots. The crew consists of 200.

## THE PLAGUE.

|                                |     |
|--------------------------------|-----|
| Cases reported to 1st instant  | 117 |
| Do. do. during past 24 hours   | 3   |
| Total                          | 120 |
| Deaths reported to 1st instant | 100 |
| Do. do. during past 24 hours   | 3   |
| Total                          | 103 |

## THE PUNJON CONCESSION.

After a period of enforced inactivity at the Punjon mines, extending since December last, when the embankment of the reservoir, which used to supply water power to the mill, was carried away by last year's floods, says the *Bahang* Correspondent of the *Strait Times*, ten head of stamps were, a few days ago, started by Mr. Hume, the District Officer, who happened to be on a visit to Pangkong at the time. Pending the completion of repairs to the dam, which are now in hand, the mill is being worked by steam power. Altogether there are 25 head of stamps at Punjon, and it is hoped that they will all be at work shortly. In the meantime, the head batteries are crushing experimental ores which Mr. Kerfoot Hughes, the manager, has obtained from prospecting areas at Bataung, Kluat, South Jala, and one or two other hitherto untouched localities. The company has just shipped to Singapore by the river route a parcel containing over 5 tons of concentrates for treatment in Europe. These vary in value considerably according to the percentage of gold contained in each consignment. Punjon is the only mine in Pahang which exports gold concentrates. I am informed that the present manager does not intend to continue operations at Tangkong, about the possibilities of which place much was thought during the time of Mr. L. L. Bailey. Exclusive of the manager, the European staff of the Punjon concession now consists of seven members, and I believe the Asiatic labour force is much smaller than formerly. The company has a lease for 30 square miles of land, and, according to its labour clause, 3,000 mining labourers, or their equivalent in machinery and local supervision, must be continuously employed to enable the company to hold this large area. For the computation of its labour force, if the above number of coolies is not actually employed, every sum of \$100 spent per annum on local supervision is reckoned as the equivalent value of an Asiatic labourer, and every horse-power of machinery employed at the mines is taken as equivalent to 25 labourers.

## HUGHES V. BAILEY.

In this case, as stated in my last letter, the District Magistrate gave judgment in favour of plaintiff for a sum of \$300 and costs. Yesterday, 15th April, Mr. Hughes came down from Punjon, swore out an affidavit, and applied for and obtained a warrant of arrest against Mr. Seth Bailey, on the ground that the latter was just about to leave the State, by the river route, without satisfying the judgment of the court. In support of his assertion that defendant was leaving Pahang "for good," Mr. Hughes produced, among other witnesses, a copy of the *Strait Times*, the *Amoy* Register, of which showed that Mr. Bailey's passage had already been booked. The warrant was duly executed and Mr. Bailey, who immediately came up from Kuchai, was detained at the house of the Assistant Commissioner of Police for a few hours. Later in the day, another gentleman, it appears, stood security for the payment of the sum due, and Mr. Bailey was accordingly released from custody.

## BROADWOOD'S AMBUSCADE.

## THE BRITISH CONVOY SURPRISED.

## HEAVY CARNAGE.

## HEROIC STRUGGLE.

## BOERS KEPT AT BAY.

## A MAGNIFICENT MARCH.

## PROTRACTED FIGHTING.

LONDON, April 2nd. The Boers, totalling about 8,000, were cleverly concealed near the banks of Koon Spruit, a deep watercourse or small river, which the British were compelled to cross on their way to Bloemfontein. Into this ambushade the British convoy, together with a number of field-guns, marched. They were unaware of the presence of the enemy until both the wagons and the guns were well into a drift or ford of the spruit when the Boers opened fire on them from both sides. The drivers and the horses attached to the wagons were shot down at the first volley, which was fired at very close range. The British were too unprepared to offer effective resistance, and were soon captured. The whole of the baggage attached to the convoy together with seven guns, fell into the hands of the enemy. The British lost 150 men killed or wounded, and about 200 who were made prisoners. Lord Roberts, in a cable message to the War Office, has explained that Colonel R. G. Broadwood's force, consisting of a detachment of the 10th Hussars and the composite regiment of Household Cavalry, horse, artillery, and

Colonel Pelcher's mounted infantry, were encamped on Saturday morning at the Bloemfontein waterworks, which are situated south of the Modder River. The enemy who were in the vicinity, at daybreak began to shell the British camp from three sides. Colonel Broadwood then sent a body of cavalry, with two batteries of artillery, towards Bloemfontein. The ill-fated spruit, in which the disaster to this force occurred, is two miles from the waterworks. When a portion of the guns had been captured, the remainder galloped away, a troop of Robert's Horse, a Cape Irregular regiment, covering the retreat, and suffering heavily while doing so from a fierce fire of shells and Mauser bullets.

Meanwhile the remainder of Colonel Broadwood's small column were in imminent danger of being surrounded and either captured or annihilated. Luckily, Lieutenant R. Chester and some Rimington Guides found a crossing in the spruit which the enemy had overlooked, and the troops went over the drift and reformed with great steadiness on the other side.

In a later message Lord Roberts mentions that a report had reached him to the effect that the enemy, on being attacked by the British force under General's French and Colville, had retired towards Ladybrand, leaving behind them at the Bloemfontein waterworks twelve wounded British officers and seventy wounded rank and file.

Various accounts of the disaster to Colonel Broadwood's division are published in the London newspapers to-day. They generally agree in stating that General Olivier—the Boer Commandant, who recently retreated before the advance of General French's cavalry—on finding that he was not pursued beyond Ladybrand, and that General French had returned with his main force to Bloemfontein, determined to move a large body of burghers outward again, in order to terrorize the Free Staters who had readily submitted to England, and at the same time to harass, and if possible, isolate and destroy the Boer Broadwood's mounted force, who had been left as a sort of garrison at Thabanchu. To better accomplish these objects, General Olivier dispatched portions of his rear guard from the vicinity of Wilmburg to Ladybrand to co-operate with the Boers already in that district. The movements were executed with secrecy and rapidity, and Colonel Broadwood with very little time in which to decide to retire to Bloemfontein. His movement was hampered by the transport of baggage in eighty wagons, and consequently the enemy were able to get ahead of his force.

A German-American military expert named Reichmann is said to have organized the ambush at Koon Spruit. The Boers occupied the river-bank in the darkness of the night, and on Saturday morning allowed the British convoy with the guns to plunge into a steep dingle, where they were surrounded by many hundreds of invisible riflemen and machine-guns.

So perfectly were the enemy hidden, that the British scouts, followed by the two batteries of Royal Horse Artillery and the transport wagons, entered the spruit without suspicion of the terrible peril ahead. The Boers poured out their murderous fire from three different places, consisting respectively of a stone enclosure, a knoll, and double tier of natural entrenchments, the last mentioned being directly in front of the advancing British.

The U. Battery of Horse Artillery, which was commanded by Major P. B. Taylor, lost seven of their guns, the horses being killed and the drivers slain or wounded at their posts. The rescue of the battery's eighth gun was due to the coolness of Sergeant-Major Martin, who galloped away to warn Major E. J. Phipps-Hornby, commander of Q Battery, against falling into the snare.

Detachments of Rimington's Guides, Robert's Horse, Burmese Mounted Infantry, and New Zealand Mounted Infantry all fell into the ambush, and suffered severely. As soon as they realised the desperate position into which they had got, the British rallied, and made a gallant effort to secure a way of retreat. The Boers, believing that Colonel Broadwood's entire force would become their prey, challenged the Q Battery to surrender. Major Phipps-Hornby, however, was in no mood to make terms with the foe, and under cover of the fire of the mounted infantry his drivers saved their guns.

Colonel Broadwood, having collected his shattered forces, struggled heroically against what looked like certain destruction. After a time his troops got over the crossing which had been discovered near the waterworks by Lieutenant Chester Master. The Boers followed them with a terrific fire, but the British seized Bosman's Kopje, where they found the much-desired cover. Here Robert's Horse and the New Zealanders kept the enemy at bay for several hours, under a heavy fire of 1,000 yards range, until relief arrived.

Assistance came in the form of a body of troops led by General Sir H. E. Colville, who, on learning of the disaster which had occurred, made a magnificent night march of eighteen miles to render help to Broadwood's hard-pressed force. The beleaguered artillery and mounted infantry were promptly extricated; and Colville's cavalry, with General Hector Macdonald's Highland Brigade, in spite of their long and arduous march, made a brilliant attack upon the Boer positions, which were carried by a turning movement.

The Boers were compelled to retreat to a distant laager on the further side of Koon Spruit. Col. Broadwood states that immediately after the disaster at the spruit the enemy were seen transferring the convoy of wagons to their rear.

At Koon Sprit Rimington's Scouts and Robert's Horse rode right into the midst of the Boers, who, shouting out, "You need go no further; you are all prisoners," immediately opened fire upon them. The noise of the rifle fire made the transport horses stampede, and their Kaffir drivers became panic-stricken. The cavalry wheeled round, and retired at a gallop. The Duke of Teck—better known as Prince Adolphus of Teck, he having only recently succeeded his father—was in charge of the convoy, but was among those who escaped. The newspapers sharply criticise the absence of proper precautions and the deficient scouting.

Lord Roberts attributes the delay in receiving details in regard to the reverse at Koon Spruit to interruptions on the telegraph line, and to cloudy weather preventing signalling.

In his report, Lord Roberts gives further details of the engagement, to the following effect:—Lieutenant Walsh, a Tasmanian officer, attached to Q battery of horse artillery, was severely wounded in the right arm.

The battery was four hours under a cross fire at 1,000 yards range. The officers served the guns as the casualties kept reducing the detachment. Several gallant attempts were made to rescue two of the guns, but they failed, owing to the horses being continuously shot by the Boers.

U Battery was suddenly surrounded, and lost five of its guns, and had all its officers and men taken prisoners, except two, without a shot being fired. Lord Roberts adds that since last reporting there has been no further engagement, though his forces are continuously in touch with the enemy.

Three officers were killed at Koon Spruit, 14 were wounded, and three are missing.

Later. Further details have been received of the Koon Spruit reverse. A couple of unarmed Boers loitered near the drift as a bait to the convey. After their capture the five guns were withdrawn by the enemy. The shell fire of the unconquered guns steadily drove the enemy to a low ridge. The Boers, however, were reinforced and resumed the offensive, pursuing the troops for miles, killing, wounding, and capturing them in their flight.

A squadron of the 6th Dragoons, which before the engagement numbered 140, afterwards only mustered ten. The captured guns were removed before the arrival of Colonel Colville with reinforcements from Bloemfontein. Colonel Colville did not pursue, because the enemy held a long range of kopjes covering the roads north-eastward. The enemy still hold the Bloemfontein waterworks, which occupy a strong position on the right bank of the Modder River.

It is estimated that the Boer force is from 10,000 to 15,000 strong. On Saturday it used Creutz long range guns. The number of guns which the Boers brought into action on Saturday was larger than they have used at any recent engagement. Explosive bullets belonging to the enemy have been found. A large body of Boers is moving south-west of Bloemfontein in the direction of the railway line. The British infantry have been withdrawn to within eight miles of Bloemfontein.

The English newspapers are despondent at the turn affairs have taken. They consider that the renewal of vitality among the Northern Free Staters is calculated to modify the minor details of Lord Roberts' plan of campaign. They are unanimous that the first duty is to free the flanks of Lord Roberts' army and to assure the safety of its lines of communication. Many foreigners, including Blake's Irish Brigade, participated in the ambush at Koon Spruit.

## WAR NEWS BY WIRE.

## At Wepener.

LONDON, April 1st. A large commando, mainly composed of burghers who have submitted, has left Smithfield for Wepener. Two thousand Boers and five guns are already round Wepener, which is practically isolated but fully provisioned and splendidly entrenched. Outpost firing there has already begun.

Reuter wires from Alwal North to-day that three Boer commandos, with Vickers-Maxims and other guns, are attacking Wepener. Severe fighting went on all day yesterday, and the enemy attacked on both sides. Considerable damage was done to the place this morning, but the result is not known. The British force invested at Wepener, an important town on the Basutoland frontier, twenty-five miles from Dewetsdorp, on the railway to Bloemfontein, consists of General Buller's Colonials under command of Major Dalgety, late of the 7th Hussars.

Details are being published of conversations with Colonel Albrecht, who was captured with General Cronje's force. He scoffs at the British cavalry, which affects to hide in bushes while its lances are sticking in the air. He boasts of twice leaving guns in a donga under our cavalry's nose. On the other hand he declares our infantry finer even than Germany's, advancing where none else in the world would advance. They are admirable till they are mounted, when they are over-occupied in holding their hats on.

The Russian attaché with General Buller reports to St. Petersburg that our cavalry is absolutely fearless. He devotes three sheets to eulogising our infantry and their supreme contempt of danger. The Czar has ordered the document to be communicated to Her Majesty the Queen. Six transports, with 80 officers, 1,600 men, and 1,200 remounts, have arrived at Cape Town. Mr. Wyndham, in the House of Commons, states that the Boer prisoners number 3,000, and the British missing 3,466.

Lord Roberts has reviewed Lumsden's Horse, which arrived at Bloemfontein in the pink of condition and made a very favourable impression. The Commander-in-Chief, addressing the Corps, said it was composed of the class of men most required for the kind of warfare which the Boers waged, and that he had specially telegraphed to the Government of India for them. The men are in high spirits, and anxious to win their spurs and vindicate the high opinion held by Lord Roberts.

Reuter reports wholesale tribal murders in Swaziland, and general unrest. The Boers at Beersdorp are offering for new recruits to pass through, armed, to Lebombo, the detached territory between Swaziland and Portuguese East Africa.

Burnham, the American scout, has been twice captured and has escaped.

The enemy in the Koon Spruit affair, the water works ambush, belonged to Lemmers' force, and numbered 8,000.

Lord Methuen is temporarily encamped ten miles east of Boshof. The Yeomanry reconnoitred further to the eastward on Monday, and encountered a small commando which fled. A Standard message from Durban, dated the 10th instant, says that two regiments of the front sail for the Cape to-day, and others follow. General Hart is accompanying them.

The *Times* correspondent at Lourenço Marques states he has learnt from trustworthy refugees who have just arrived, that the Boers recently received some thirty pieces of artillery, a portion of which is of considerable calibre. Most of these guns were smuggled into the Transvaal overland, having been landed at a West African port, probably Angra Pequena, from German steamers as machinery. Several of these guns form part of the artillery equipment of the Boer Army which is preparing to oppose the advance of General Buller into the Transvaal.

The famous amateur cricketer, Milligan, who distinguished himself for Yorkshire and held a commission in the Rhodesian Protectorate Regiment, was severely wounded in Plumer's engagement at Ramathlabama, and afterwards fell into the hands of the Boers, and is held a prisoner.

## At Boshof.

News of the Boshof action are more clear, but scarcely make up for the reverse at Reddersburg. Lord Methuen had three companies of Imperial Yeomanry, a Brigade under Lord Chesham, three squadrons of the Kimberley Light Horse under Colonel Peakman, besides the 4th Field Battery. Colonel Villabois Mareuil, with two guns, which were eventually captured, had occupied the Jacobsdorp Road. The British flanked and raked the enemy, creeping forward and scaling the kopjes steadily for four hours, and finally carrying the position with the bayonet. The Boers were mainly foreigners. None escaped. One hoisted a flag of truce, immediately thereafter shooting Captain Boyle, of the Oxfordshires. The murderer was promptly shot.

Mr. Bennett Burleigh, in a telegram to the *Daily Telegraph* reports that 16,000 Boers were moving south from Thabanchu, and are again commandeering farmers and others, who are nervous and demand British protection. The enemy are demanding everything in order to hold the Ladybrand-Thabanchu line, because of the admirable pasturage, and they base great hopes also on the Kroonstad position. Small

bodies are circling everywhere around Bloemfontein.

Lord Roberts has warmly complimented Lumsden's Horse was composed of just the men he required. His and General White's messages of condolence to Mrs. Joubert have had favourable influence in Pretoria.

Captain Reichmann, who organised the Koon Spruit ambushade, is a notorious German who fought for twelve years in the American Army, and in Indian campaigns; and joined the Transvaal Army previous to the Jameson Raid. At the beginning of the war he was promoted. The authorities at Washington declare they are unable to identify him with the American attaché of the same name, from whom nothing has been heard recently. Inquiries are proceeding.

A despatch from Lord Roberts, dated Bloemfontein the 10th instant, reports that the enemy has been very active during the past few days. One commando is north of the Orange River, near Alwal North, and another is attacking Wepener, the garrison of which is holding out bravely. They inflicted serious loss on the Boers yesterday. Troops are being moved up rapidly.

A Reuter's telegram, dated Alwal North the 10th instant, in the evening, reports that the British loss yesterday at Wepener was eleven killed and forty-one wounded. Fighting was resumed to-day, the British holding their own well.

## In Natal.

April 12th. A Reuter's despatch from Ladysmith, dated the 10th morning, shelling the camp at Elands-laagte from three positions, but no damage was done. Our troops reconnoitred the enemy, who are in large force and strongly fortified. General Buller reports that the enemy attacked his right flank yesterday, "while engaged in changing my position our artillery silenced their guns. Their attack was not pressed. Our losses were four killed and eight wounded."

Reuter wires from Elands-laagte on the 11th, that the Boers' position was disclosed yesterday, and extended for 15 miles. Slight skirmishing took place to-day. The Boers are believed to be concentrated on a kopje facing the British position.

Reuter wires from Ladysmith that the Boers unmasked six big guns and shelled all our camps. The Naval guns disabled one gun, and stopped the Boer attempts to outflank us.

A *Times* message from Bloemfontein says that it is announced in General Buller's General Chambers' despatch to General Buller, who "is ordered to England." The *Times* assumes that the Reddersburg affair finally decided Lord Roberts to remove General Buller. The *Times* while sympathising with General Buller as a brave and energetic officer, approves of the decision, and hopes it will exercise a salutary influence.

It is stated here that General Buller returns to England not because he has incurred Lord Roberts' displeasure, but owing to ill-health. The London papers unite in paying high tribute to his soldierly qualities.

General Indigo Jones is appointed to command the 14th and 15th Regiments of the Indian Staff, to command Robert's Horse. A Standard message from Durban, dated the 11th, states that General Hunter commands the brigade going hence to join Lord Roberts. Two more regiments embarked to-day. A Reuter's despatch from Durban dated 11th, says General Hunter has arrived, also a large number of troops who have embarked in transports, but their destination is unknown.

Reuter wiring from Carnarvon on the 11th says Colonel Persons and staff have arrived there and that the rebellion is now completely at an end.

A Reuter's despatch from Alwal dated 11th says that Lord Kitchener arrived there to-day and heliographed a sympathetic message to Wepener. He left to-night. Heavy cannonading is going on at Wepener to-day, but the garrison is holding its own.

The garrison at Wepener consists of five hundred men with seven guns.

## Boer Ultimatum.

The Boer Governments have formally notified to Portugal that they will consider permission given for the passage of British troops through their territory to a hostile action. It is thought unlikely that the Boers will support their ultimatum with reprisals, but it is understood that Great Britain will promptly assist Portugal if attacked. It is expected that Portugal will reply that she is only acting in accordance with treaties.

April 13th. The 14th Hussars have arrived at Bloemfontein from Natal.

A *Times* despatch from Bloemfontein states that Colonel Dalgety occupies a position outside Wepener, while the Boers hold the town. A despatch from Lord Roberts to-day says: "Enemy's movement south has been checked. Wepener is still surrounded, but the little garrison is holding out well, troops being moved to their assistance. The health of the troops is good and the climate perfect. General Chelmside with the Third Division has arrived at Reddersburg from Bethany. Captain Dinsdale of the 11th Rifles has been killed."

Lord Roberts has re-distributed the Mounted Infantry Division, which will henceforth consist of two Brigades of four corps each, the whole under Brigadier-General Ian Hamilton, with Colonels Hutton and Ridley as Brigadiers. Of the 8th Corps, the Commanders are Colonels:—Alderson, Delisle, Pelcher, Henry Dawson (Staff Corps), Legge (two Hussars), Rainbridge (East Kents), and Ross (Durhams).

The *Times* correspondent at Bloemfontein says that the enemy generally is attempting to discover strategic openings, and he combats the pessimistic view that the Boers command all the territory east of the railway. Their numbers may be estimated at anything up to 6,000; but hitherto small parties have only come into contact with the British. Their objects are mainly interruption of railway and re-enlistment of farmers.

A telegram from Mafeking reports that the Boers on the 27th March fired 250 shells, whereof seventy were from the 100-pounder. The sick and wounded averaged during the siege less than 30 per cent. Captain Browne, of the Cape Police, headed a party on the 24th March, who smartly cut the wire leading to the Boer mine, wherefrom he captured 250 pounds of dynamite.

## DIVIDING THE CAKE.

The author of "La Guerre Anglo-Franco-Russe" in *Le Matin* gives the following as the distribution of the British (and some other) colonies and dependencies after Great Britain has been crushed by her enemies:—In Europe: Ireland an independent kingdom; Jersey and Guernsey to France; Gibraltar to Spain; Malta to Italy.

In Asia: Cyprus to Greece; Perim and Aden to France; India an independent empire; Hongkong to France; Labuan to Holland; the Philippines to Japan.

In Africa: New Guinea (!) to Germany; Egypt an autonomous State; the Egyptian Sudan to Abyssinia; Bathurst, Sierra Leone, the Cape

Coast, and Nigeria to France; Ascension, St. Helena, and Tristan d'Acunha an international penitentiary; Cape Colony, Natal, and Zululand to the Boer Republics; Zambesi to Portugal; Rhodesia and British East Africa to Germany; the Admiralty and Rodriguez Islands and Mauritius to France.

In America: Canada to the United States; Newfoundland, St. Pierre, Miquelon, the Leeward Islands, and Bermuda to France; Jamaica to Cuba; British Guiana to Venezuela; while Australasia is quite worthy of the intelligence that puts New Guinea in Africa, and will no doubt be carried out when the physical transfer of New Guinea is accomplished.

## MORE "EMIGRANTS."

The Russian transport *Acheron*, Capt. Smel'sky, arrived at Singapore from Odessa en route for Vladivostok on 24th April. She has 1,858 troops on board, and was expected to sail next day.

## SHIPPING REPORTS.

Capt. G. H. Bowker, of the steamship *Chorwag*, from Shanghai, via Swatow, reports:—Moderate winds and overcast weather.

Captain A. E. Hodgkins, of the steamship *Haimun*, from Tamsui and Swatow, reports:—From Tamsui to Swatow fresh N.E. wind and fine clear weather, from Swatow moderate N. to N.E. winds, continuous rain and dark cloudy weather.

## NOTANDA.

## CALENDAR.

| MAY.   |              |       |
|--|--------------|-------|
| Meteorological means based on ten years' observations to 1893.                           |              |       |
| Barometer  | 29.867       |       |
| Thermometer  | 76.2         |       |
| Humidity   | 84.0         |       |
| Rainfall   | 15.0         |       |
| TO-DAY.  |              |       |
| WEATHER REPORT.  |              |       |
| Barometer  | 29.93        | 29.93 |
| Temperature  | 71           | 72    |
| Humidity   | 75           | 82    |
| Rainfall   | 1.08         |       |
| TO-DAY.  |              |       |
| Wednesday, 2nd May, 1900.  |              |       |
| Chinese—4th of 4th moon of 20th year of K'ang-shi.                                       |              |       |
| Sun—Rises  | 5hr. 23min.  |       |
| Set  | 6hr. 23min.  |       |
| Moon—Max. Dec. N. 5hr. a.m.  |              |       |
| High water—Morning   | 10hr. 19min. |       |
| Afternoon  | 4hr. 09min.  |       |
| Low water—Morning  | 3hr. 49min.  |       |
| Afternoon  | 5hr. 30min.  |       |
| ANNIVERSARIES.   |              |       |
| 1487—Sinnel executed at Dublin.  |              |       |
| 1863—Battle of Chancellorsville and death of "Stonewall" Jackson.                        |              |       |
| 1888—Treaty between Portugal and China ratified at Tientsin.                             |              |       |
| 1896—Armed attack on a shop at Wanchai; a watchman murdered and a <i>lukung</i> wounded. |              |       |
| 1898—Prince Kung died.   |              |       |
| 1899—Fire on the <i>Sabine Reckmers</i> at Lai che-ko.                                   |              |       |
| TO-MORROW.   |              |       |
| Thursday, 3rd May, 1900.   |              |       |
| Chinese—5th of 4th moon of 20th year of K'ang-shi.                                       |              |       |
| Sun—Rises  | 5hr. 25min.  |       |
| Set  | 6hr. 25min.  |       |
| High water—Morning   | 10hr. 50min. |       |
| Afternoon  | 4hr. 15min.  |       |
| Low water—Morning  | 3hr. 15min.  |       |
| Afternoon  | 6hr. 19min.  |       |
| ANNIVERSARIES.   |              |       |
| 1859—France and Sardinia declared war against Austria.                                   |              |       |
| 1864—Battle of the Wilderness.   |              |       |
| 1880—H.R.H. Prince Heinrich entertained at the German Club.                              |              |       |
| 1883—Sir Harry Parkes appointed Minister to China.                                       |              |       |
| 1884—Suspension of the Oriental Bank.  |              |       |
| 1886—Opening of the Colonial and Indian Exhibition.                                      |              |       |
| 1897—Several shocks of Earthquake at Hoihow.   |              |       |
| 1897—The Greek Government decided to continue the war.                                   |              |       |
| 1898—Marital law proclaimed in Madled.   |              |       |
| 1899—H.M.S. <i>Victoria</i> successfully docked at Yokosuka.                             |              |       |
| 1899—Russia leases for 12 years 3 strips of land on the Korean Coast.                    |              |       |

## AGENDA.

FRIDAY, 4th. Noon—Extraordinary General Meeting of the Hongkong and Kowloon Wharf and Godown Co., Ltd. P. & O. steamer *Malacca* leaves for London &c. 4 p.m.—I. C. S. N. Co.'s steamer *Loongsang* leaves for Manila. 4 p.m.—Cargo ex *Coronand* subject to rent. Daylight—N. Y. K. steamer *Tanaka Maru* leaves for Europe via Straits. 8 p.m.—Regular Meeting of the "Lion and Rose" Lodge at Club rooms, 20, Queen's Road Central.

SATURDAY, 5th. 4 p.m.—N. Y. K. steamer *Yangtze* leaves for Yantai and London via Manila. Noon—Cargo ex *Ching-wo* subject to rent. Noon—I. C. S. N. Co.'s steamer *Yensang* leaves for Manila.

MONDAY, 7th. 4 p.m.—N. Y. K. steamer *Adama Maru* leaves for Victoria B.C. etc.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

Indian (*Arratona Apar*) to-morrow. American (*China*) 5th inst. French (*Salazie*) 6th inst. Canadian (*Empress of Japan*) 10th inst. American (*Doric*) 15th inst. American (*Nippon Maru*) 23rd inst.

The steamer *König Albert*, has arrived at Genoa on Tuesday a.m., the 1st inst.

The Austrian Lloyd's S. N. Co.'s steamer *Gisela*, left Singapore for this port last night.

The steamer *Kaituma*, from Swansea, Glasgow and Birkenhead, left Singapore for this port on Tuesday, the 1st inst., and may be expected here on or about the 7th inst.

The N. Y. K. steamer *Idzumi Maru*, (American Line), left Shanghai ports for this port at noon yesterday the 1st inst., and is expected to arrive here on the 4th inst.

The steamer *Agamemnon*, left Singapore on Tuesday, the 1st inst., and is due in Hongkong on the 6th inst.



## Intimations.

THE HONGKONG AND KOWLOON  
WHARF AND GODOWN  
CO. LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED will be held at the COMPANY'S OFFICES, No. 2, Connaught Road, Victoria, Hongkong, on FRIDAY, the 4th day of May, 1900, at 12 o'clock (Noon), when the SUBMITTED RESOLUTIONS which were passed at the EXTRA-ORDINARY GENERAL MEETING of the Company held on the 15th day of April, 1900, will be submitted for confirmation as SPECIAL RESOLUTIONS.

- 1.—That the Capital of the Company be increased from \$1,000,000 to \$1,500,000 by the creation of 10,000 New Shares of \$50 each.
- 2.—That such New Shares be issued at a Premium of \$25 per Share and be allotted to the Shareholders of the Company in the proportion of One New Share for every Two Shares now held by them.
- 3.—That the Amount due for the New Shares be called up as follows:—\$25 per Share on the 1st July, 1900, in full; the balance of \$25 per Share to be paid on the 1st October, 1900, and the remaining \$25 per Share on the 1st October, 1900.

Dated the 18th day of April, 1900.  
By Order of the Board,  
EDWARD OSBORNE,  
Secretary.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

NOTICE is hereby given that SCRIP NUMBER 812 for 5 SHARES of the Company, numbered 11419121, in the name of WILLIAM MONARCH BURNSIDE ARTHUR, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One Month from the date hereof and the Original Scrip will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co.,  
General Managers,  
Hongkong, 10th April, 1900. [474b]

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent. upon Contributions for the year 1899 has been declared.  
Warrants will be issued on the 1st May.  
By Order of the Board,  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 20th April, 1900. [513b]

## Auction.

## PARTICULARS

VALUABLE LEASEHOLD PROPERTY,  
situate on  
THE NEW PARVA, DESERVIN ROAD,  
and  
GILMAN STREET,  
Being the Reclamation of Marine Lot No. 55,  
at Victoria, Hongkong,  
to be Sold by  
PUBLIC AUCTION  
in 13 Lots.

SATURDAY, the 12th May, 1900,  
at 2.30 P.M.,  
at his AUCTION ROOMS, DUDDELL STREET,  
by  
MR. GEO. P. LAMMERT,  
Auctioneer.

Lot No. 1.—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area of 1253 square feet.  
Annual Crown Rent \$25.

Lot No. 2.—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 area 1200 square feet.  
Annual Crown Rent \$25.

Lot No. 3.—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 area 862 square feet.  
Annual Crown Rent \$15.

Lot No. 4.—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 area 862 square feet.  
Annual Crown Rent \$15.

Lot No. 5.—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 area 1270 square feet.  
Annual Crown Rent \$21.

Lot No. 6.—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 area 781 square feet.  
Annual Crown Rent \$14.

Lot No. 7.—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 area 781 square feet.  
Annual Crown Rent \$14.

Lot No. 8.—All that piece of ground intended to be registered in the Land Office as section H of the Reclamation of Marine Lot No. 55 area 781 square feet.  
Annual Crown Rent \$14.

Lot No. 9.—All that piece of ground intended to be registered in the Land Office as section I of the Reclamation of Marine Lot No. 55 area 1270 square feet.  
Annual Crown Rent \$21.

Lot No. 10.—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 area 862 square feet.  
Annual Crown Rent \$15.

Lot No. 11.—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 area 862 square feet.  
Annual Crown Rent \$15.

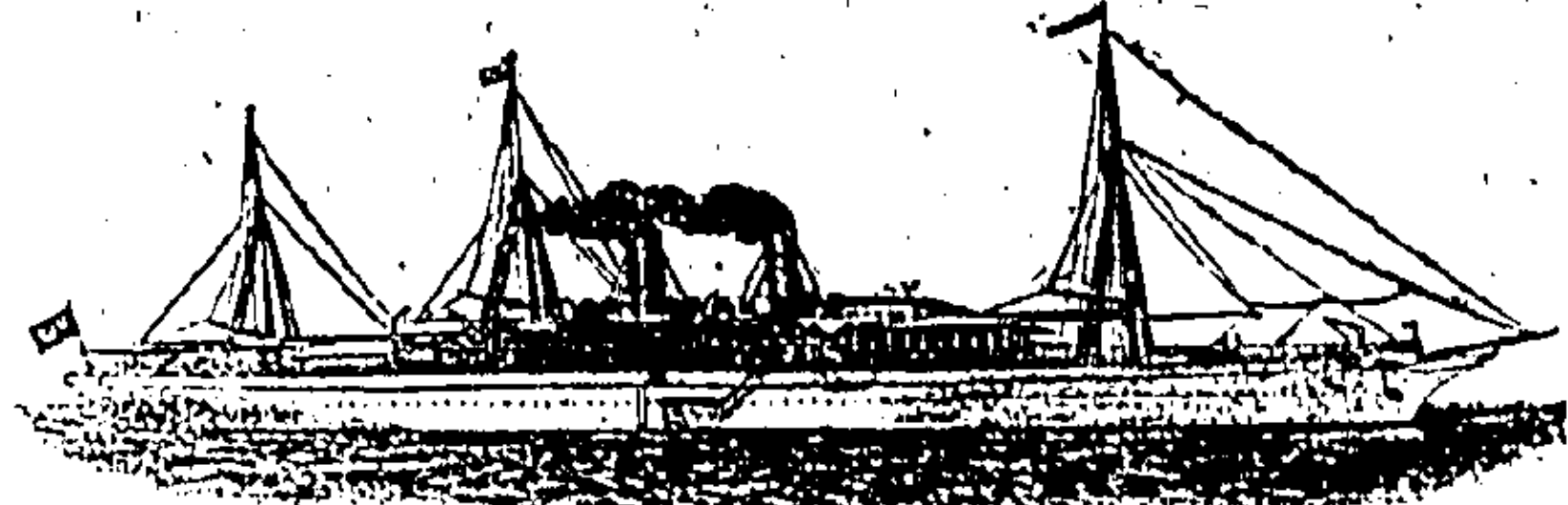
Lot No. 12.—All that piece of ground intended to be registered in the Land Office as Section M of the Reclamation of Marine Lot No. 55 area 1200 square feet.  
Annual Crown Rent \$25.

Lot No. 13.—All that piece of ground intended to be registered in the Land Office as the Remaining Portion of the Reclamation of Marine Lot No. 55 area 1260 square feet.  
Annual Crown Rent \$24.40.

For Further Particulars, apply to  
C. EWENS,  
Solicitor for the Vendors,  
or to  
GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 27th April, 1900. [547b]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.  
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.  
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Book, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fidlers' Street.  
Hongkong, 25th April, 1900. [5]

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide 2,832 | E. McNair | May 10  
Date of Sale 3,821 | J. S. Cox | May 15  
Victoria 3,502 | Patton | May 29  
June 2

Also  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVI-  
GATION COMPANY.

Monmouthshire 2,874 | W. A. Evans | May 19  
Bramor 3,601 | W. A. Evans | June 9  
Monmouthshire 2,874 | W. A. Evans | July 14

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
JODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 30th April, 1900. [4]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle 5,023 | about | May 20  
Belgian King 3,379 | about | June 5  
Thyra 3,812 | about | July 8

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 1st May, 1900. [28]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.                    | DESTINATIONS.   | SAILING DATES.                 |
|------------------------------|---|--------------------------------|
| TAMBA MARU<br>J. W. Wale     | MARSEILLES, ST. NAZAIRE, LONDON AND ANTWERP, VIA STRAITS, COLOMBO AND PORT SAID | FRIDAY, 4th May, at Daylight.  |
| HIZUMI MARU<br>M. J. Currow  | VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA             | MONDAY, 7th May, at 4 P.M.     |
| INARA MARU<br>W. Bainbridge  | NAGASAKI, KOBE and YOKOHAMA   | THURSDAY, 10th May, at 4 P.M.  |
| SANUKI MARU<br>W. Townsend   | MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO AND PORT SAID                | FRIDAY, 18th May, at Daylight. |
| KASUGA MARU<br>E. W. Haswell | SYDNEY and MELBOURNE, VIA MANILA, TINSULAN, and TOWNVILLE and BRISBANE          | FRIDAY, 25th May, at 4 P.M.    |

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 1st May, 1900. [6]

NORDDEUTSCHER  
LLOYD.HAMBURG-AMERIKA  
LINIE.

(Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

| STEAMERS.                  | DESTINATIONS.                         | SAILING DATES.                       |
|----------------------------|---------------------------------------|--------------------------------------|
| *KONIGSBERG<br>Christianse | HAVRE and HAMBURG.                    | 8th May, Freight and Passage.        |
| DAMBERG<br>Jacobs          | (LONDON with transhipment in HAMBURG) | 24th May, Freight.                   |
| *SARNA<br>Fuchs            | HAVRE and HAMBURG.                    | About 6th June, Freight and Passage. |
| SAMBIA<br>G. Schmidt       | (LONDON with transhipment in HAMBURG) | About 20th June, Freight.            |
| AMBRIA<br>Burmeister       | HAVRE and HAMBURG.                    | About 27th June, Freight.            |

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,  
Agents.

TOYO KISEN KAISHA:  
TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
HONGKONG MARU  
(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)  
Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)  
Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)  
Tuesday, 26th June, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 14th April, 1900. [7]

U.S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP CO.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)  
Wednesday, 16th May, at Daylight.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)  
Saturday, 9th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)  
Thursday, 5th July, at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 16th instant, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 1st May, 1900. [7]

## Consignees.

TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,  
Acting Agent.

Hongkong, 27th April, 1900. [7]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"COROMANDEL,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. *Rome* and *China*.  
From Australia, ex S.S. *India*.  
From Persian Gulf, ex S.S. *Kilma* and *Sinla*.  
From Malabar Coast, &c., ex S.S. *Nagab* and *Rajputana*.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 4th May, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 28th April, 1900. [5]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"CHINGWO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th May, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 28th April, 1900. [550b]

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

S.S. "HAMBURG,"  
of the HAMBURG-AMERIKA LINIE.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 8th instant, and THURSDAY, the 10th instant, at 9.30 P.M.

All Claims must reach us before the 13th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & Co.,  
Agents.  
Hongkong, 1st May, 1900. [22]

## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.



## ENGLAND AND FRANCE.

## AN ALARMIST PREDICTION.

M. Lockroy, an ex-French Minister of Marine, in an interview which has appeared in the *Paris*, expressed the opinion that within the next two years war would certainly break out between France and England. It therefore behooves France to place her Navy in a condition of preparedness for an encounter with the leading maritime power of the world.

The Naval Committee of the Chamber of Deputies have increased the votes for the expenditure on Naval bases to sixty-one and a quarter million francs, six millions of which is to be expended on improving the defences of Noumea, the capital of New Caledonia.

## THE LEPROUS QUESTION IN NETHERLANDS INDIA.

The Java Government has ordered lists of lepers to be made out in all the towns, villages, and districts of that island. Directions are given to the authorities to compel all lepers to live in isolation. Measures are to be taken to forbid lepers from following any calling or practising anything likely to convey contagion among the public. The head of the Medical Department in Java goes further and advises that lepers should be compelled to live in special asylums established by Government, if they will not conduct themselves so as not to be sources of danger to the public health. The Government shrink from such an extreme measure, and decided not to take it unless the disease becomes more virulent.

## MR. KIPLING AND THE HAMS.

On the voyage of the *Kinfauns Castle* to the Cape, some questions were set for ladies. One was, "How many hams have twenty pigs?" The answer was given as 80. The judges accepted this reply as correct, consequently there was much controversy. It was even suggested that the butcher should be called "But the judges' decision was final. Rudyard Kipling wrote the following verses to pacify the discomfited ladies:

All things were made in seven days  
By God the great Designer;  
He gave each pig two hams apiece,  
Save on a Castle Liner.  
Save at Kinfauns Castle sports,  
As judged by Merit,  
And then the little squeakers had  
As many as you please!

## BUYING AN ISLAND.

The purchase of the lands and franchises from native owners of one of the Philippine Islands has been made, it is said, by Prince Potemski, a Russian nobleman and the President of the Standard Electric Company of San Francisco. The island is in the south-west of the island of Mindanao. The price was \$500,000 in gold. The island is over twenty miles long and one of the most productive of the group. Pearl fishing is the principal industry. The Prince first learned that the island could be purchased from the native landholders from one of the returned Philippine Commissioners. It is said that he has secured important franchises in other islands for pearl fishing and other industries.

## "A DANGER TOO HORRIBLE TO CONTEMPLATE."

In the course of a very interesting letter to the *London Morning Post* of 17th March, Admiral F. H. Close calls attention to what he styles "a danger too horrible to contemplate," and as it is a matter that may well receive consideration at the hands of the local branch of the Navy League we give the gallant Admiral's letter in extenso:

"Sir,—The Military Volunteers have saved our defensive situation at home. What assurance have we that the want of naval volunteers will not imperil our naval defense in some future war? The Royal Naval Reserve cannot be compared as a reliable force with that of the military reserve, as stated in the House, for the former are an uncertain quantity, heretofore and off-to-morrow in some merchant ship or fishing boat, whereas the military reservists have a fixed residence in the United Kingdom. For this and other reasons naval volunteers as a reserve are more reliable and as mechanics more intelligent for service in our very mechanical battleships than the merchantman or fisherman whose brain power has never been exercised. Mr. Crocker as an experienced business man first established the Royal Naval Volunteers. They were disbanded by the verdict of a so-called departmental committee, packed with merchants captain (officers of the Royal Naval Reserve), as no committee of experienced naval officers would have given a verdict against naval volunteers, all agreeing that they could be made good use of in time of war, in the coast-guard, or as a last reserve, and so set free the regular forces of the Navy for service afloat. From the last naval report in Parliament it is very evident that there is a rule making the Royal Naval Reserve serve six months afloat on board Her Majesty's ships, has blocked their recruiting, showing that these men, will take our money and go through a short drill in a battery, but real service afloat is not acceptable, even when gilded with a position. The disappearance of the Royal Naval Reserve men at the last Russian scare should surely be a warning not to put too many eggs in one basket. Is our existence as a nation to depend on a force that has been tried and failed? Is it not safer to have a second string to our bow? Therefore, I say, make more certain of being able to man our ships by re-establishing the naval volunteers, having regard to the First Sea Lord's words to me on the disbanded of the force. If all the Volunteer Naval Brigades throughout the country had been like the Bristol Brigade, which was always commanded by naval officers, they would not have been disbanded. Our existence as a nation depends on the Navy, and that existence we are placing in the hands of an uncertain force, called the Royal Naval Reserve, without whose assistance we cannot now man our ships. The danger is too horrible to contemplate. Military mistakes can be mended in time of war—naval never.

Yours, &c.,  
F. A. CLOSE, Admiral."

Bristol, March 6th.

## RUSSIAN MACHINATIONS.

According to a telegram that has reached the *Cologne Gazette* from Constantinople, official circles in the Turkish capital are greatly disquieted by the rumors that Russia is inciting Bulgaria against Turkey. Officials in high positions give full credence to the story, and they assert that they are convinced that the Port of Burgas will shortly be ceded to Russia. The cession of this important port would leave the road open to Constantinople, which would be at the mercy of the first coup de main that might be attempted.

Europeans at Constantinople, with a knowledge of the whole situation, state that the general demeanor and conduct of Russian officials lead them to conclude that there is something of more than ordinary importance in progress.

## NAVAL APPOINTMENTS.

The following appointments have been made at the Admiralty:—Staff Engineer—A. W. Turner, to the *Argonaut*, to date April 19; Staff Surgeon—V. G. Thorpe, to the *Argonaut*, to date April 19; Surgeon—S. H. Woods, M.B., to the *Argonaut*, to date April 19; Naval Instructor—O. T. Luck, to the *Goliath*, to date March 27; Captains—G. H. Cherry, to the *Pembroke*, additional, to date March 26, and to the *Argonaut*, to date April 19; Lieutenants—T. Brandreth, to the *Pembroke*, to date April 19, and to the *Argonaut*, to date April 19; E. L. C. Muntz, as 1st, F. C. Brown (G), W. J. B. Law (T), F. Payne-Gallwey, R. S. J. Wigram, and H. B. Mulleneux to the *Argonaut*, to date April 19; Sub-Lieutenants—A. V. Rose, to the *Argonaut*, undated; F. C. Harvey, to the *Duke of Wellington* for the *Violet*, to date March 23, and to the *Argonaut*, on commissioning, to date April 19; Midshipmen—W. C. Lucas, J. O. Elliot, K. Stobart, F. B. Coppin, C. C. Bell, M. B. Baker, W. J. S. Green, and H. G. O'Brien, to the *Argonaut*, to date April 19. Staff Paymaster—A. E. Cubitt, to the *Centurion* to date March 28.

## MINING IN NEGRI SEMBILAN.

A letter from Tampin in the *Malay Mail* of the 20th instant, notes rumors that work will soon be resumed at the Batu Bersawah mines, and that the last manager is expected back from Melbourne shortly. The survey of the syndicate's land is being carried out, as fast as it can be done by the Government surveyor at Kuala Pilah. He mentions that another syndicate has been floated in Singapore to prospect for gold, tin, etc., in the Gominch district, where a large concession has been granted to it. The survey of this land is also being pushed on, and a mining expert is expected soon to begin work.

## PLAGUE RIOT AT CANNPORE.

CALCUTTA, 12th April.  
The dissatisfaction of the populace with the plague measures at Cawnpore found vent in serious rioting last evening. Thousands of poor people attacked the Plague Segregation Camp and destroyed it. The Police were powerless, and the troops were called out and in the disturbance ten deaths occurred. The Light Horse and Volunteer Rifle patrols guard the mills and factories. Business in the city is suspended. The Lieutenant-Governor will visit Cawnpore to investigate the plague measures, and will arrive this evening.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

|                       |                      |
|-----------------------|----------------------|
| Alba, S. F.           | Marshall, F. R.      |
| Alba, S. F.           | Matsuura, J.         |
| Abdoolhoosen          | Mathew, C. P.        |
| Al Thee               | Margottin, G.        |
| Allen                 | Meissel              |
| Angelis, D.           | Marty, L.            |
| Austin, Lieut.-Col.   | Martin, R. R.        |
| G. B.                 | Maung, S. H.         |
| Adams, Miss C. A.     | Millicott, J.        |
| Among, E. N.          | Millicott, C. H.     |
| Alldredge, H.         | Molander, Miss R.    |
| Abraham, H.           | Molander, Miss R.    |
| Agon, D. J.           | Molesworth, T. D.    |
| A. B. C.              | Martin, E.           |
| Buckley, P.           | Misum, S.            |
| Brown, Brothers N. P. | Marti, M.            |
| Blake, D. H.          | Millet, F. D.        |
| Billora               | Morris, J. F.        |
| Breed, Dr. R. M.      | Meonisse, E.         |
| Bee, H.               | Man Singh            |
| Burgard, G.           | Madar, F. S.         |
| Bowen, M.             | Mortimer, R.         |
| Blum, Mrs.            | Muller, H.           |
| Brewer, Mrs. M.       | Matsumoto            |
| Bracke, G.            | Morland, D. C.       |
| Burder, R. A.         | Meyer, H. B.         |
| Bruce, R.             | Mehta, B. H.         |
| Banister, D. R.       | Mostyn               |
| Budgen, J. W.         | Mansfield            |
| Baeson, B. D.         | Marten & Co.         |
| Baker, W.             | McRoe, J.            |
| Basto, C.             | McFellin             |
| Barrett, J.           | Montieth, M.         |
| Boyle, Mrs. L.        | McCall, J. T.        |
| Baker, Colley H.      | McKerrow             |
| Brown, J.             | Martenson, P.        |
| Blake, R. E.          | Mathews, P.          |
| Buicholson, W.        | Mullone, Mons.       |
| Bland, H. F. B.       | Meadows, W.          |
| Bochum, G.            | Munro, Miss A.       |
| Brierly, J.           | Mackinlay, E.        |
| Beelce                | Mackay, D. G.        |
| Barkle, T. M.         | Miller, G.           |
| Chung-Lo, W. P.       | Moore, C.            |
| Cater                 | Morgan, J.           |
| Golden, W.            | Mollone, A.          |
| Mulkern, R. J.        | Mulkern, R. J.       |
| Cassy, M. J.          | Martin, Mrs.         |
| Cambell, W. E.        | Marikos, S. S.       |
| Ching Bit Sang        | Miller, Mrs. T.      |
| Chingoy, D. N.        | Nagazawa, I.         |
| Clark, A. F.          | Nagan, E. J.         |
| Cuswick, D. J.        | Nasumoff             |
| Cannings Miss M.      | Ogden, A. C.         |
| Citto, Mrs. O.        | Osoorio, S. D. A.    |
| Cagence, L.           | Owen, Rev. W. C.     |
| Colbert, A.           | Okane, Miss M.       |
| Conner, L.            | Onslow, Miss M.      |
| Champion, J. F.       | Oviedo, J.           |
| Ceresole, L.          | O'Malley, Hon. E. L. |
| Ceresole, J. F.       | Peoples, Rev. S. C.  |
| Chapman, J.           | Pfeifer, B.          |
| Chapman, H. N.        | Palmer, F.           |
| Crooks, La Mar.       | Prosorutor, C. F.    |
| Crawford, J.          | Packwood, A. T.      |
| Cohen, C. N.          | Pow Kee & Co.        |
| Chotermol, K. A. J.   | Pybrun, N.           |
| Cemming, Miss H.      | Peas, Lieut. C.      |
| Chong, J. A.          | Peter, D. J.         |
| Cass, D. J.           | Pigot, Mrs. B.       |
| Champion, Miss M.     | Pereira, M. L. R.    |
| Delina, Miss L.       | Pillery, V. A. M.    |
| Douglas, R. H.        | Pigot, M. S.         |
| Darrell, G. B.        | Pigum, Rev.          |
| Direl, B.             | Rosa, S. B.          |
| Daogee, N. J.         | Remedios, L. E.      |
| Dowie, Mrs. D.        | Russell, C. L. P.    |
| Davis, J.             | Rudermann, T.        |
| Dunan, W.             | Robertson, A.        |
| Denny, G. R.          | Robinson, Mrs.       |
| Doughida              | Robbins, E.          |
| Dumour                | Rivers, Mrs. W.      |
| Dobberke, H.          | Robertson, Mrs.      |
| Drummond              | Rafael Allen         |
| E. M. S. S. Co.       | Richardson, F. W.    |
| Echaporis, R. S.      | Rosa, Mrs.           |
| Ehody, J. E.          | Reutens, J.          |
| Ellias, D. H.         | Renaud, A.           |
| Emile, P.             | Rumsey, J. M.        |
| Evans, F. H.          | Rehmoohay            |
| Eckelhardt            | Rotchell, N.         |
| Eastwood, O. E.       | Ringhouse, T.        |
| Estener, E.           | Randall, B. C.       |
| Edmonds, H.           | Rosario, P. G. A.    |
| Forrest, Miss A.      | Ryan, Daniel         |
| Findlay, Rev. W. H.   | Riley, C. C.         |
| Fistord, E.           | Scott, R. A.         |
| Fleischer, M.         | Smith, E. H.         |
| Forster               | Swift, J. P.         |
| Farmer, L. B.         | Saldanha, D.         |
| Futakias, R.          | Seipere, J.          |
| Fraser, G. E.         | Siek, T. H.          |
| Francis, Bateho       | Stone, Miss F. G.    |
| Fraser, J.            | Stobart, A.          |
| Feldman, Miss R.      | Switzer, Mrs. J. S.  |

## List of Registered Covers for Merchant Ships.

|                      |                  |                     |                      |
|----------------------|------------------|---------------------|----------------------|
| Forster, Mrs. L.     | Scourtin, T.     | Linderhob, Albart   | William & Co., Peru  |
| Fise, D.             | Setzke, D.       | Lloyd, Miss         | Wilson, L. de Castry |
| George, Miss A.      | Scott, Hon. H.   | Ludbury, Mrs. M. F. | Yedance Singh.       |
| George, H. A. P.     | Smith, B. H.     | Manning, Robt.      |                      |
| G. Ite, F. B.        | Sprague, W. N.   |                     |                      |
| Glover, L. H.        | Shaw, N. A.      |                     |                      |
| Gritto, B.           | Schamber, P.     |                     |                      |
| Guillanne, Rev. C.   | Squace, H. G.    |                     |                      |
| Gambell, E. R.       | Sargood, W. E.   |                     |                      |
| Greves, J. C.        | Sulleng, P.      |                     |                      |
| Gander               | Steaforth, Miss  |                     |                      |
| Garza                | Scudder, Mrs. K. |                     |                      |
| Gibson, W. S.        | Salanga, F.      |                     |                      |
| Groundwater          | Singman          |                     |                      |
| George, G. F. S.     | Senco, Dr. A.    |                     |                      |
| Grimes, J. B.        | Sang Fi Foo      |                     |                      |
| Guillamat, Capt.     | Schanowar        |                     |                      |
| Gonsales, S. J.      | Steadford, P. D. |                     |                      |
| Gracey, S. L.        | Stewart, E.      |                     |                      |
| Grant, J.            | Stewart, E.      |                     |                      |
| Gillard, H.          | Stewart, E.      |                     |                      |
| Gorham, Miss A.      | Stewart, E.      |                     |                      |
| Galgals, T.          | Stewart, E.      |                     |                      |
| Hamilton, Miss E.    | Stewart, E.      |                     |                      |
| Hendee, L.           | Stewart, E.      |                     |                      |
| Humphry, R. A.       | Stewart, E.      |                     |                      |
| Humphry, J. L.       | Stewart, E.      |                     |                      |
| Halsey               | Stewart, E.      |                     |                      |
| Hachstads            | Stewart, E.      |                     |                      |
| Hall, J. R.          | Stewart, E.      |                     |                      |
| Hausler              | Stewart, E.      |                     |                      |
| Holton, Mrs.         | Stewart, E.      |                     |                      |
| Hunt, G.             | Stewart, E.      |                     |                      |
| Hopkins, Miss L.     | Stewart, E.      |                     |                      |
| Houston, H. H.       | Stewart, E.      |                     |                      |
| Haller, J. T. W.     | Stewart, E.      |                     |                      |
| Hall, P.             | Stewart, E.      |                     |                      |
| Hollerton, G. C.     | Stewart, E.      |                     |                      |
| Holden, Miss S.      | Stewart, E.      |                     |                      |
| Holman, N.           | Stewart, E.      |                     |                      |
| Howard, Miss M.      | Stewart, E.      |                     |                      |
| Holow, Miss          | Stewart, E.      |                     |                      |
| Hornaja              | Stewart, E.      |                     |                      |
| Hermanus             | Stewart, E.      |                     |                      |
| Harrington, S. E.    | Stewart, E.      |                     |                      |
| Holden, S. B.        | Stewart, E.      |                     |                      |
| Howard               | Stewart, E.      |                     |                      |
| Hills, Captain F.    | Stewart, E.      |                     |                      |
| Halwitz, Mrs. J.     | Stewart, E.      |                     |                      |
| Hitagskan            | Stewart, E.      |                     |                      |
| Hamilton, M.         | Stewart, E.      |                     |                      |
| Heise, P.            | Stewart, E.      |                     |                      |
| Unterminung          | Stewart, E.      |                     |                      |
| Jackson, W. E.       | Stewart, E.      |                     |                      |
| Vernon, M. A.        | Stewart, E.      |                     |                      |
| Vaico, Mrs.          | Stewart, E.      |                     |                      |
| Vesty                | Stewart, E.      |                     |                      |
| Van Hoot, Gen. Rv.   | Stewart, E.      |                     |                      |
| E. F.                | Stewart, E.      |                     |                      |
| Vantini, A. A.       | Stewart, E.      |                     |                      |
| Verschunt, G.        | Stewart, E.      |                     |                      |
| Vance                | Stewart, E.      |                     |                      |
| Valley, Rev. G. M.   | Stewart, E.      |                     |                      |
| Van Ness, Mrs.       | Stewart, E.      |                     |                      |
| Waght, W. H. B.      | Stewart, E.      |                     |                      |
| Whealy, E. W.        | Stewart, E.      |                     |                      |
| Weeks, Miss          | Stewart, E.      |                     |                      |
| Williams, H. H.      | Stewart, E.      |                     |                      |
| Walsk                | Stewart, E.      |                     |                      |
| Worthington, C.      | Stewart, E.      |                     |                      |
| Watt, J. J.          | Stewart, E.      |                     |                      |
| Warne, Rev. H. W.    | Stewart, E.      |                     |                      |
| Walker, W. M.        | Stewart, E.      |                     |                      |
| Weno, Miss           | Stewart, E.      |                     |                      |
| Wason, T.            | Stewart, E.      |                     |                      |
| Wong Loong, Mr.      | Stewart, E.      |                     |                      |
| Wurth, C.            | Stewart, E.      |                     |                      |
| Water                | Stewart, E.      |                     |                      |
| Williams, Rev. S. T. | Stewart, E.      |                     |                      |
| Whincrah, T. C.      | Stewart, E.      |                     |                      |
| Wallace, H. W.       | Stewart, E.      |                     |                      |
| Wing Cheong          | Stewart, E.      |                     |                      |
| Wright, M. S.        | Stewart, E.      |                     |                      |
| Williams, Kate       | Stewart, E.      |                     |                      |
| Whimute, W. E.       | Stewart, E.      |                     |                      |
| Wilson, J. T.        | Stewart, E.      |                     |                      |
| Yamamoto             | Stewart, E.      |                     |                      |
| Young, D.            | Stewart, E.      |                     |                      |
| Yford, Mr.           | Stewart, E.      |                     |                      |
| Lushier, E. F.       | Stewart, E.      |                     |                      |
| Zuker, E. E.         | Stewart, E.      |                     |                      |
| Zaboli               | Stewart, E.      |                     |                      |
| Zeh-Alex             | Stewart, E.      |                     |                      |
| Zoncent              | Stewart, E.      |                     |                      |

## List of Registered Covers in Poste Restante.

|                       |                      |
|-----------------------|----------------------|
| Asu Singh             | Machado, A. E.       |
| Armstrong, A.         | Miller, Mr. S.       |
| Abdul Karim           | Meyer, H. S.         |
| Allah Deen            | Mastowski, V. von.   |
| Allah Dillah          | Mannin Asaf Khan     |
| Basakha Singh         | Mannin, V.           |
| Bischof               | Mokha Singh          |
| Blake, J.             | Mohamed Saife        |
| Boota Singh           | Ameen                |
| Buta, (Sepoy)         | McKerrow, H. B.      |
| Blake, E.             | Montague, Mrs.       |
| Bagat Singh           | Martin, R. R.        |
| Bagoo                 | Nazim Khan           |
| Baker, W.             | Nardin, E. W.        |
| Bisnee, S. R.         | Onslow               |
| Benning, Geo.         | Otake, Miss          |
| Braeter               | Portilla, M. de la   |
| Caseros, Dr. F.       | Portig, Manuel       |
| Cordill, P.           | Pratt, Lieut. R.     |
| Collins, J.           | Panier, Th.          |
| Cheong, James         | Patell, W. S.        |
| Chanda Singh          | Rankin, A. W.        |
| Ceresole, L.          | Rauchverger, Miss F. |
| Cross, R.             | Reilly, S. G.        |
| Denis, A.             | Raulsen, Theo.       |
| Davis, S. S.          | Raymond              |
| Drummond, E.          | Ratta Singh (a)      |
| Duggan, C. W.         | Rotchel, Mrs.        |
| Dabir Bux             | Reyes, Mariano       |
| Ekman, Miss Ida       | Ralla Hakin          |
| Elias, A. (3)         | Rosenveig, P.        |
| Elton, S.             | Rahmet Ali           |
| Elm Deen              | Roth, Mrs. Rachel    |
| Evans, F. P. (5)      | Rusmat Ali           |
| Eldelstein, A.        | Rodgers, L.          |
| Fukuda, S. (2)        | Ribeiro, F. J.       |
| Fairall Deen          | Robins, Edwin        |
| Fowler, A. G.         | Sonda, Mrs. J. (2)   |
| Fireman, A.           | Steward, C. Y. S.    |
| Gulon, Mons.          | Syett, Mr.           |
| Gromed Singh          | Silva, L. J. da      |
| Gund Hob              | Stenberg, S.         |
| Gordon, C. B. (2)     | Schusterman, V.      |
| Galam Mhd.            | Silverster, P.       |
| Guljar Singh          | Schaminsky, S. (2)   |
| Grunberg, Y.          | Schwantanskupert,    |
| Guibert, Ed.          | S. C.                |
| Griffith, Mr. L.      | Steward, A. S.       |
| Harman Singh (2)      | Stallens, L.         |
| Harbor, H.            | Smirkoff, A.         |
| Hay, W.               | Sharbat Khan         |
| Hejee Mohamed Joen    | Smith, Gordon        |
| shen Hajee            | Sham Singh           |
| Hille, E. A.          | Samson, F.           |
| Ialali Din            | S. A. P.             |
| Iear, Singh           | Salas, J. M. R.      |
| Iswar, Singh          | Smith, A. M.         |
| Jackson, T. P.        | Simmons, O. H.       |
| Japanese Address      | Sullivan, M. H.      |
| Johnston, W. J.       | Salas, Romero        |
| Jap. address, c/o 20, | Schauer, H. M.       |
| Graham St. (2)        | Tobin, J.            |
| Jex, Mrs.             | Takkin, Mons.        |
| Joseph, Leon          | Telsa Singh          |
| Jones, E. E.          | Tonance, John        |
| Koninsky, T.          | Tonance, Jack        |
| Kopper, A.            | Tomins, G.           |
| Louis, C. A.          | Tinclat, C.          |
| Lester, H.            | Udell, Gustav        |
| Linton, Mrs. J. J.    | Vaughn, Miss Nellie  |
| Lutz, E. (2)          | Wong Kism            |
| Liblain, Mons. (2)    | Woodberry, John      |
| Lall Singh            | Warman Singh         |
| Lakh Singh            | Walla, H. R.         |
| Lomax, R. W.          |                      |

## List of Registered Covers for Merchant Ships.

|   |  |
|---|--|
| S.S. <i>Eolus</i> .....G. Larson.                 | S.S. <i>Alcious</i> .....Capt. Kirkwood. (2)       |
| S.S. <i>Eolus</i> .....Capt. Kirkwood. (2)        | S.S. <i>Alcious</i> .....Hamilton Northcote.       |
| S.S. <i>Alcious</i> .....Capt. Erickson.          | S.S. <i>Dalny</i> .....J. Fleming (Baker). (2.)    |
| S.S. <i>Dalny</i> .....J. Fleming (Baker). (2.)   | S.S. <i>Empress of India</i> Rev. W. K. McKibben.  |
| S.S. <i>Empress of India</i> Rev. W. K. McKibben. | S.S. <i>Isling</i> .....R. Macfarlane. [passenger. |
| S.S.  |  |



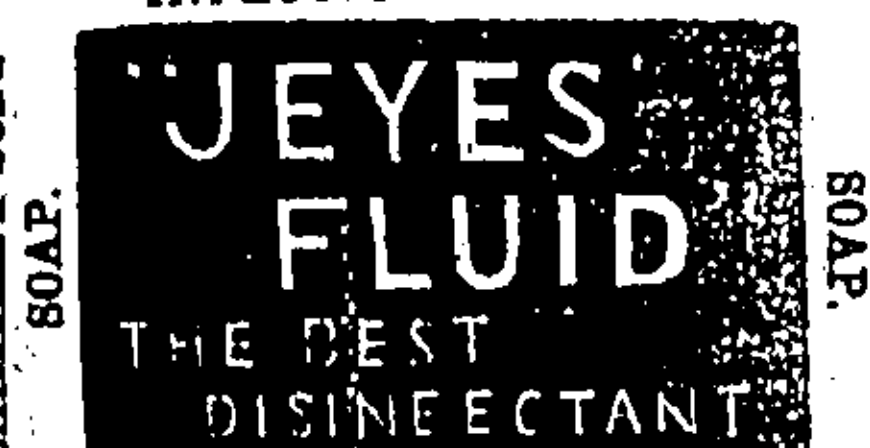
## Intimations.

## LEVY HERMANOS.

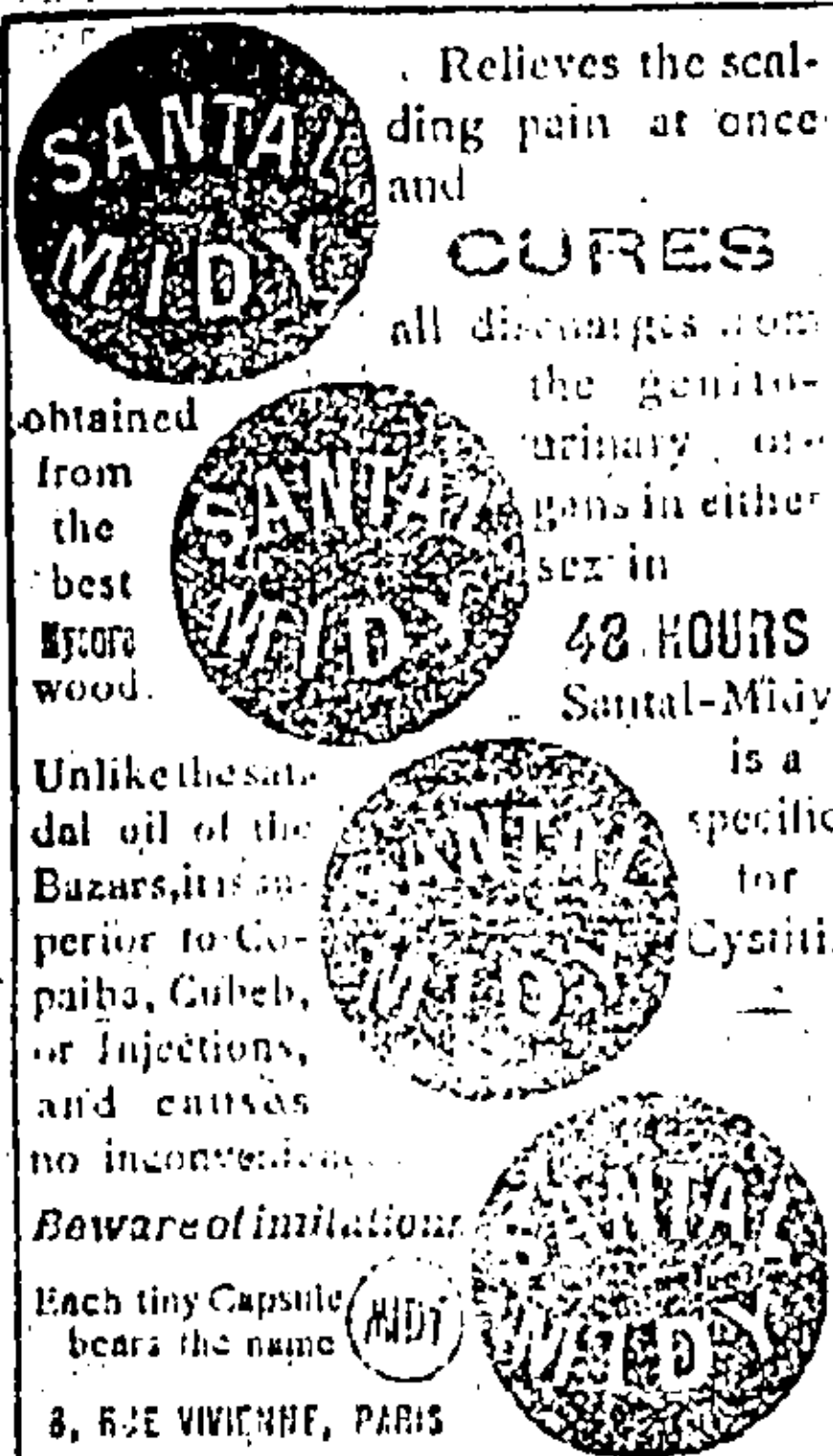
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AVOID ALL RISK OF OUTBREAK BY  
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W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 9th March, 1897.



## VISITORS AT THE HONGKONG HOTEL.

Abraham, Mr. W. F. Katsch, Mr. E. A.  
Ackland, Mr. W. F. Katsch, Mr. E. A.  
Allen, Mrs. J. H. Lach, Mr. G. M., and  
Angus, Mrs. John. Lara, Mr. F.  
Bailey, Mrs. W. S. Levy, Mr. L. A.  
Batten, Dr. and Mrs. E. C. Lewis, Mr. A. R.  
Beal, Mr. T. R. Lita, Miss  
Beal, Miss. W. R. N.  
Beal, Mrs. MacGowan, Mr. R. J.  
Blackburn, Com. R. N. Marsh, Mrs.  
Blondel, Mr. A. Matheson, Mr. H. C.  
Bollhurst, Mr. H. Mayson, Mr. J. Y.  
Bowles, Mr. R. B. McLeod, Mr. and Mrs.  
Brame, Mr. and Mrs. Alf. Meyer, Mr. H.  
Briga, Mr. J. Murphy, Mr. E. O.  
Brooke, Miss Ten. Neirp, Mr. Van  
Brown, Mr. J. W. O'Neill, Mr. J. J.  
Brown, Mr. J. G. Parry, Mr. W. D.  
Browne, Mr. S. H. Parry, Mr. W. D.  
Burger, Mr. J. F. Playfair, Mr. Mrs. and  
Calver, Mr. Angelo. Miss  
Carter, Mr. A. Cecil. Poisson, Mr. H.  
Carter, Mr. H. B. Redman, Mr. S.  
Clark, Dr. and Mrs. F. Reeves, Mr. A.  
Cockburn, Mr. T. S. Reckling, Mr. A.  
Cunningham, Mr. C. P. Reckling, Mr. A.  
Collins, Mr. A. Reckling, Mr. A.  
Delroy, Miss. Reckling, Mr. A.  
Denroche, Mr. P. C. Rosenfeld, Mr. Jos.  
Doehner, Mr. and Mrs. Ryan, R.A.M.C., Lt.  
Drum, Miss. Sergeant, Mr. B. W.  
Duncan, Mr. S. Stancus, Princes (3)  
Ellis, Mr. Alf. H. Simms, Mr. A. J.  
Erskley, Mr. K. Smythe, Mr. A. J.  
Finlay, Mr. A. J. Hamilton  
Galloway, Mr. J. B. Sparks, Mr. N. H.  
Gillott, Mr. A. J. Spitz, Mr. E.  
Goddard, Capt. Spitz, Mr. E.  
Grant, Mr. Macpherson. Stevens, Mr. G. R.  
Guillermine, Mr. des. Stewart, Mr. E. H.  
Gyneay, Mr. S. W. G. Thabry, Miss  
Hampton, Mr. O. D. Waghorn, Mr. G.  
Hampton, Mr. R. H. Ward, Mr. and Mrs.  
Hansbury, Mr. N. Wheaton, Mrs. W.  
Holden, Mrs. Whitley, Mr. and Mrs. W.  
Hoppin, Mr. and Mrs. Whitley, Miss  
Howard, Mr. Thos. Whitley, Mr. W. J. G.  
Hudson, Mr. E., and Wild, Mr. and Mrs.  
family. Bagnall  
Humphreys, Mr. Wm. Wilkinson, Mrs.  
James, Mr. B. Wrey, Commander Sir  
Jeffreys, Major & Mrs. Bouchier  
Joseph, Mr. and Mrs. E. S.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew. Lee, Mr. J. E.  
Brayne, Mr. H. P. R. Lemke, Mr. & Mrs. R.  
Brown, Colopel. Martin, Mr. R.  
Carle, Mr. Arthur R. Mackie, Mr. C. Gordon  
Chandler, Mr. and Mrs. Mitchell, Mr. R.  
Dann, Mr. G. H. Morris, Major & Mrs.  
Drion, Mr. Newall, Mr. Stuart G.  
Eckel, Mr. J. S. Oakley, Mr. H. E.  
Forbes, Mr. A. O'Gorman, Madame  
Fraser, Lt. Col. A. R. Pollock, Hon. H. E.  
Gomez, Mr. H. H. Pryne, Capt. C. W.  
Graham, Mr. D. M. Rickmers, Mr. Paul  
Griffin, Major W. W. Schmidt, Mr. and Mrs.  
R. A. A. W. and child  
Gros, Mr. Edward F. Sinclair, Mr. A.  
Hays, Mr. J. Hindleker, Mr. A.  
Inchbold, Mr. Chantrey. Thomson, Mr. O. D.  
Jeffries, Mr. H. U. Tonlin, Mr. G. L.  
John, Major G. R. St. Watson, Mr. and Mrs.  
Johnston, Mr. R. F. Malcolm  
Layton, Mr. B. Wheeler, Mr. G. H.

## CRAGIEHURST.

Basset, Mrs. Thos. Johnston Mr. R. F.  
Fitzon, Mr. W. A. Newton, Mr. & Mrs. W.  
Fitzon, Mrs. 2 Rhodes, Mr. E.  
Flynn, A. N. Rev. F. Volpicelli, Madame  
Johnson, Rev. F. T. Volpicelli, Madame

## The Share Market.

## LATEST QUOTATIONS.

(May 2nd.)

| Companies.  | Paid up Capital. | Latest quotation. |
|---|------------------|-------------------|
| <b>Banks.</b>                                     |                  |                   |
| Hongkong & Shanghai Banking Corporation           | \$125            | 307 1/2 premium   |
| The Bank of China (Preference)                    | £ 5              | Nominal           |
| The Bank of China (Ordinary)                      | £ 4              | £1 buyers         |
| The Bank of Japan (Limited)                       | £ 1              | £5.5 buyers       |
| National Bank of China, Ltd.                      | £ 8              | £8.25             |
| Do. Founders                                      | £ 1              | £2                |
| <b>Marine Insurance.</b>                          |                  |                   |
| Union Ins. Society of Canton, Ltd.                | \$ 50            | \$245             |
| China Traders' Ins. Co., Ltd.                     | \$ 25            | \$55              |
| North China Ins. Co., Ltd.                        | £ 25             | Tls. 165 ex div.  |
| Yangtze Ins. Assoc. Ltd.                          | \$ 60            | \$120             |
| Canton Ins. Office, Ltd.                          | \$ 50            | \$134             |
| Straits Ins. Co., Ltd.                            | \$ 20            | \$1               |
| <b>Fire Insurance.</b>                            |                  |                   |
| Hongkong Fire Ins. Co., Ltd.                      | \$ 50            | \$295             |
| China Fire Ins. Co., Ltd.                         | \$ 20            | \$80              |
| <b>Shipping.</b>                                  |                  |                   |
| Hongkong, Canton, & Macao Steamboat Co., Limited  | \$ 15            | \$302             |
| Indo-China Steam Navigation Co., Ltd.             | £ 10             | \$92              |
| China & Manila S.S. Co., Ltd.                     | \$ 50            | \$100             |
| Douglas Steamship Co., Ltd.                       | \$ 50            | \$50              |
| China Mutual S. N. Co., Ltd. (Pref.)              | £ 10             | £10.10            |
| China Mutual S. N. Co., Ltd. (Ordinary)           | £ 10             | £10.10            |
| China Mutual S. N. Co., Ltd. (Ordinary)           | £ 5              | £5                |
| Star Ferry Co., Ltd.                              | \$ 10            | \$134             |
| "Shell" Transport & Trading Co., Ltd.             | £ 100            | £260              |
| <b>Refineries.</b>                                |                  |                   |
| China Sugar Refining Co., Ltd.                    | \$ 100           | \$129             |
| Luzon Sugar Refining Co., Ltd.                    | \$ 100           | \$40              |
| <b>Mining.</b>                                    |                  |                   |
| Punjom Mining Co., Ltd.                           | \$ 7             | \$64              |
| Punjom Mining Preference Shares                   | \$ 1             | \$1.40            |
| Société Française des Charbonnages du Tonkin      | Fcs. 250         | \$300             |
| Queen Mines, Ltd.                                 | 25 cts.          | \$0.25            |
| Jelebu Mining and Trading Co., Ltd.               | \$ 5             | \$12.60           |
| Raub Allain Gold Mining Co., Ltd.                 | 15s. 10d.        | \$56              |
| Oliver's Freehold Mines, Ltd.                     | \$ 5             | \$5.75            |
| Oliver's Freehold Mines, Ltd. B                   | \$ 41            | \$4.25            |
| Great Eastern & Caledonian Gold Mining Co., Ltd.  | \$ 5             | \$0.50            |
| Do. (Preference)                                  | \$ 1             | \$0.40            |
| <b>Docks, Wharves and Godowns.</b>                |                  |                   |
| Hongkong & Whampoa Dock Co., Ltd.                 | \$125            | 495 1/2 prem.     |
| Hongkong and Kowloon Wharf & Godown Co., Ltd.     | \$ 50            | \$56 1/2 buyers   |
| Wanchai Warehouse & Storage Co., Ltd.             | \$ 37 1/2        | \$52 buyers       |
| New Amoy Dock Co., Ltd.                           | \$ 61            | \$20 1/2          |
| <b>Lands, Hotels and Buildings.</b>               |                  |                   |
| China Provident Loan & Mortgage Co., Ltd.         | \$ 10            | \$10              |
| Hongkong Land Investment & Agency Co., Ltd.       | \$ 50            | \$125             |
| Kowloon Land and Building Co., Ltd.               | \$ 50            | \$26              |
| West Point Building Co., Ltd.                     | \$ 50            | \$47              |
| Hongkong Hotel Co., Ltd.                          | \$ 50            | \$117             |
| Humphrey's Estate & Finance Co., Ltd.             | \$ 10            | \$10.75           |
| <b>Cotton Mills.</b>                              |                  |                   |
| Hongkong Cotton Spinning & Dyeing Co., Ltd.       | \$ 100           | \$38              |
| Ewo Cotton Spinning & W. Co., Ltd.                | Tls. 100         | Tls. 70           |
| International Cotton Mfg. Co., Ltd.               | Tls. 100         | Tls. 70           |
| Lau-kaung-mee Cotton Spinning & Weaving Co., Ltd. | Tls. 100         | Tls. 70           |
| Soy Chee Cotton Spinning Co., Ltd.                | Tls. 500         | Tls. 400          |
| Yahloong Cotton Spinning Co., Ltd.                | Tls. 100         | Tls. 57           |
| <b>Miscellaneous.</b>                             |                  |                   |
| Green Island Cement Co., Ltd.                     | \$ 10            | \$21              |
| China-Borneo Co., Ltd.                            | \$ 15            | \$19              |
| A. S. Watson & Co., Limited                       | \$ 10            | \$16 1/2 buyers   |
| Watkins, Limited                                  | \$ 10            | \$10.70           |
| Hongkong Electric Co., Limited                    | \$ 10            | \$11 1/2          |
| Hongkong Electric Co., Limited                    | \$ 2             | \$2.10            |
| Hongkong and China Gas Co., Ltd.                  | £ 10             | \$135             |
| Hongkong Rope Manufacturing Co., Ltd.             | \$ 50            | \$16 1/2          |
| Geo. Fenwick & Co., Ltd.                          | \$ 25            | \$48              |
| H'kong Ice Co., Ltd.                              | \$ 25            | \$166             |
| H'kong High-Level Tramways Co., Ltd.              | \$ 100           | \$165             |
| Dairy Farm Co., Ltd.                              | \$ 4             | \$5 1/2           |
| Hongkong and China Baking Co., Ltd.               | \$ 50            | \$50 buyers       |
| Campbell, Moore and Co., Ltd.                     | \$ 10            | \$16              |
| Bell's Asbestos Eastern Agency, Ltd.              | £ 1              | £1 nominal        |
| United Asbestos Oriental Agency, Ltd.             | \$ 4             | \$7 1/2           |
| United Asbestos Oriental Agency, Ltd.             | \$ 10            | \$11              |
| Carmichael & Co., Ltd.                            | \$ 20            | \$8               |
| Tehru Planting Co., Ltd.                          | \$ 5             | \$5               |
| Tehru Planting Co., Ltd.                          | \$ 4             | \$4               |

## BENJAMIN, KELLY &amp; POTTS, Share Brokers.

Telegraph Address—"Rialto."  
Telephone No. 148.

## EXCHANGE.

|                                    |                       |
|------------------------------------|-----------------------|
| Hongkong, May 2nd.                 |                       |
| ON LONDON, Telegraphic Transfer    | 1/11 1/2              |
| Bank Bills, on demand              | 1/11 1/2              |
| Credits, 4 months' sight           | 1/11 1/2              |
| D'vments, 4 months' sight          | 1/11 1/2              |
| ON BERLIN, (demand)                | M. 200                |
| ON PARIS, Bank Bills, on demand    | 2/46                  |
| Credits, 4 months' sight           | 2/46                  |
| Credits, 30 days' sight            | 2/46                  |
| ON NEW YORK, Bank Bills, on demand | 48 1/2                |
| Credit, 30 days' sight             | 48 1/2                |
| ON HOMBAY, Telegraphic Transfer    | 16 1/2                |
| On demand                          | 16 1/2                |
| ON SHANGHAI, Telegraphic Transfer  | 7 1/2                 |
| Private, 30 days' sight            | 7 1/2                 |
| ON YOKOHAMA, T.T.                  | 3 1/2                 |
| Ordinary, 30 days' sight           | 3 1/2                 |
| Sovereigns, Bank's Buying Rate     | \$10.16               |
| Gold Leaf 100 touch, per tael      | \$3.15                |
| Bar Silver                         | \$2.78                |
| Dollars                            | 2 1/2 per cent. prem. |

## OPIUM QUOTATIONS.

|                     |               |
|---------------------|---------------|
| Hongkong, May 2nd.  |               |
| New Patna           | 900 per chest |
| Old Patna           | 947 1/2       |
| New Benares         | 887 1/2       |
| Old Benares         | 960           |
| New Malwa           | 900 per picul |
| Old Malwa           | 950           |
| Persian, paper tied | 870/880       |

## VESSELS IN PORT.

|   |  |
|---|--|
| <b>Steamers.</b>  |  |
| AIRLIE, British steamer, 2,500, St. John George, 25th April—Sydney 5th April, Brisbane 7th, Keppel Bay 9th, Townsville 11th, Cooktown 12th, Thursday Island 14th, Port Darwin 17th, and Manila 25th, General—Gibb, Livingston & Co. |  |
| BENLARI, British steamer, 1,454, Krotte, 1st May—Singapore 24th April, General—Gibb, Livingston & Co.   |  |
| BENLARI, British steamer, 1,480, R. Farquhar, 25th April—Moj 20th April, Coal—Gibb, Livingston & Co.  |  |
| DEVONSHIRE, British steamer, 1,057, R. Curtis, 17th April—Saigon 13th April, General—Yuen Fat Hong.   |  |
| EASTERN, British steamer, 3,600, Winthrop, 30th April—Kobe 24th April, and Moj 25th, General—Gibb, Livingston & Co.   |  |
| ELSE, German steamer, 903, T. Petersen, 1st May—Canton 1st May, General—Jensen & Co.  |  |
| HAITAN, British steamer, 1,183, J. S. Roach, 1st May—Swatow 27th April, Amoy 28th, and Swatow 30th, General—Douglas, Lapraik & Co.  |  |
| HATING, French steamer, 705, 34th April—Haiphong and Hoihow 29th April, General—A. R. Marly.  |  |
| HERMES, Norwegian steamer, 849, J. C. Jensen, 30th April—Hongay 28th April, Coal—Jardine, Matheson & Co.  |  |
| HINSANG, British steamer, 1,516, Spencer, 30th April—Moj 24th April, Coal—Jardine, Matheson & Co.   |  |
| HONGKONG MARU, Japanese steamer, 3,340, W. E. Filmer, 27th April—San Francisco 31st May, via Honolulu 7th April, Yokohama 14th, Kobe 20th, Nagasaki 22nd, and Shanghai 25th, Mails and General—C. L. Gorham.                        |  |
| INDEPENDENT, German steamer, 871, A. Hultz, 12th April—Samarang 3rd April, General—Sander, Weller & Co.   |  |
| IXION, British steamer, 2,275, R. T. Thompson, 29th April—Moj 25th April, Coal—Butterfield & Swire.   |  |
| KWANG PING, Chinese steamer, 1,242, C. P. Clement, 2nd May—Canton 2nd May, General—C. E. M. Co.   |  |
| LOONGSANG, British steamer, 1,097, G. M. Weigall, 22nd April—Hollo 25th April, General—Jardine, Matheson & Co.  |  |
| MACDUFF, British steamer, 1,882, R. Glegg, 30th April—Saigon 25th April, Rice—Dodwell & Co., Ltd.   |  |
| MALACCA, British steamer, 2,615, E. G. Andrews, 2nd May—Yokohama 19th April, General—P. & O. S. N. Co.  |  |
| MIKE MARU, Japanese steamer, 2,080, S. Kawamura, 20th April—Bombay 3rd April, and Singapore 14th, General—Nippon Yusen Kaisha.  |  |
| NORMANIA, Danish steamer, 1,417, A. Rasmussen, 30th April—Moj 24th April, Coal—Order.   |  |
| PETRARCH, German steamer, 1,257, H. Uecker, 1st May—Sourabaya 20th April, Sugar—Sander, Weller & Co.  |  |
| PROGRESS, German steamer, 687, P. Brandt, 7th April—Touron 5th April, Rice and General—Siemens & Co.  |  |
| QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 1st May—Saigon 26th April, Rice—Dodwell & Co., Ltd.  |  |
| RICKMER RICKMERS, German steamer, 1,828, Azaates, 27th April—Cardiff 23rd April, Coal—Arnhold, Karberg & Co.  |  |
| SAINT IRENE, British steamer, 2,474, W. Attree, 22nd April—Portland, Or. via Ports 12th March, General—Dodwell & Co., Ltd.  |  |
| SAMBA, German steamer, 3,623, G. Schmidt, 1st May—Hainburg 14th March, and Singapore 24th April, General—Siemens & Co.  |  |
| SIAM, British steamer, 992, H. N. Holton, 29th April—Bangkok via Kohsi-chang 21st April, Rice and Timber—Bradley & Co.  |  |
| TAIWAN MARU, Japanese steamer, 1,183, H. Mikuni, 18th April—Japan 2nd April, Coal—Mitsui Bussan Kaisha.   |  |
| TAIWAN, British steamer, 1,459, R. Nelson, 26th Mar.—Melbourne 15th Feb., Sydney 27th, Townsville 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General—Butterfield & Swire.                                    |  |
| VICTORIA, Swedish steamer, 1,181, J. A. Heilberg, 1st May—Chifoo 25th April, Cakes—Order.   |  |
| YUENSANG, British steamer, 1,128, P. Rolfe, R.N.R., 1st May—Manila 28th April, Hemp and Sugar—Jardine, Matheson & Co.   |  |
| <b>Sailing Vessels.</b>   |  |
| ESMERALDA, British schooner, 130, J. T. Harrison, 14th April—Guam 26th March, General—Jardine, Matheson & Co.   |  |
| FRANZ, Danish ship, 358, Pedersen, 23rd April, Feb. 7, 1899, E. A. Trading & Co.  |  |
| FRANZ SCHWALBE, Danish ship, 537, Poulsen, 12th April—Bart 5th Oct. Rui—Order.  |  |
| GEO. T. HAV, British ship, 1,647, Spicer, 30th Mar.—Manila, (P. L.) Mar., Ballast—Siemens & Co.   |  |
| MCLAURIN, American ship, 1,313, F. Lothes, 15th April—New York 5th November, Petroleum—Standard Oil Co.   |  |
| MOBILE BAY, British ship, 1,177, James A. Boyd, 18th Mar.—Hongay 6th Mar., Coal—Jardine, Matheson & Co.   |  |
| NORMA, British 4-masted bark, 1,999, D. McDonnell, 21st April—Cardiff via Anjer 4th October, Coal—Order.  |  |
| SANTA CRUZ, American schooner, 150, O. Keele, 14th April—Yap 25th Mar., General—Master.   |  |
| WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.—New York 28th Sept., Kerosene Oil—Standard Oil Co.  |  |

## HER BRITANNIC MAJESTY'S SHIPS, ON THE CHINA STATION.

|  |  |
|--|--|
| Hongkong, May 2nd, 1900.   |  |
| Atlatz, despatch-vessel, 1,700 tons, 10 6-pd. g. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Wei-hai-wei. |  |
| Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Nagasaki.                            |  |
| Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.  |  |
| Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warden, Wei-hai-wei.       |  |
| Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Commander A. H. Smith-Dorrien, R.N., Manila.  |  |
| Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchies Wrey, Bart, Hongkong.           |  |
| Centurion, British flagship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, Shanghai.                 |  |
| Dolphin, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. W. Manning-Ingram, Hongkong.                           |  |
| Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.                                       |  |
| Eis, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.                     |  |
| Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.             |  |
| Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.  |  |
| Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.                             |  |
| Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.                              |  |
| Hamion, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.   |  |
| Hammer, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.   |  |
| Linnit, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.         |  |
| Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.   |  |
| Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Cooke, Shanghai.              |  |
| Phaenix, British gunboat, 1,015 tons, Comdr. R. G. Fraser, Shanghai.   |  |
| Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Philippines.             |  |
| Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Singapore.         |  |
| Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. U. V. de M. Cowper, Hongkong.           |  |
| Redpoll, British gunboat, 805 tons, Lieut.-Com. C. F. Corbett, Shanghai.   |  |
| Robin British river-gunboat, 2 guns, Lieut.-Com. G. Webster, on the West River.                                  |  |
| Sandpiper, British river-gunboat, 2 guns, Lieut.-Comdr. Carr, on the West River.                                 |  |
| Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.                                   |  |
| Tamar, receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong.  |  |
| Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. D. Koper, on the West River.        |  |
| Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.                |  |
| Waterwitch, sloop, 620 tons, Lieut.-Comdr. W. O. Lyne, Hongkong.   |  |
| Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.           |  |
| Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.  |  |
| Woodcock, British gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, on the Yangtze.                             |  |
| Woodlark, British gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.                      |  |
| Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class and 3 second-class boats.                 |  |

## Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.  
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Belbeder, Manila.  
Valkyrie, Danish cruiser, 3,000 tons, Prince Valdemar, en route Batavia.  
Zaire, Portuguese gunboat, 528 tons, Captain Mello, Hongkong.  
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montanar, Swatow.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.  
Admiral Korniloff, Russian armoured cruiser, 2,000 tons, twin screw, 26 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.  
Bobr, Russian gun-vessel, twin screw, 930 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.  
Dimitri Donskoy, Russian armoured cruiser, 5,803 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 16 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.  
Gremiatzky, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Nagasaki.  
Koryetzy, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.  
Mandjurov, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, at Nagasaki.  
Nayadok, Russian cruiser, 1,330 tons, 9 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
Olanzy, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copnoff, at Nagasaki.  
Petrovskiy, Russian battleship, 12,000 tons, Capt. Grevais, at Japan.  
Rostok, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domejoff, at Nagasaki.  
Roslaynsky, Russian cruiser, 1,330 tons, Capt. Komoff, at Manila.  
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
Sissol Velky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Nagasaki.  
Sivuch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
Suevora, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.  
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.  
Vradnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogula, at Nagasaki.  
Zablach, Russian cruiser, 1,230 tons, 20 guns, 3,000 h.p., Capt. Shkurff, at Nagasaki.

## (1st and 2nd class.)

|  |  |
|--|--|
| Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.           |  |
| Tanchich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.       |  |
| Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.       |  |
| Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots. |  |